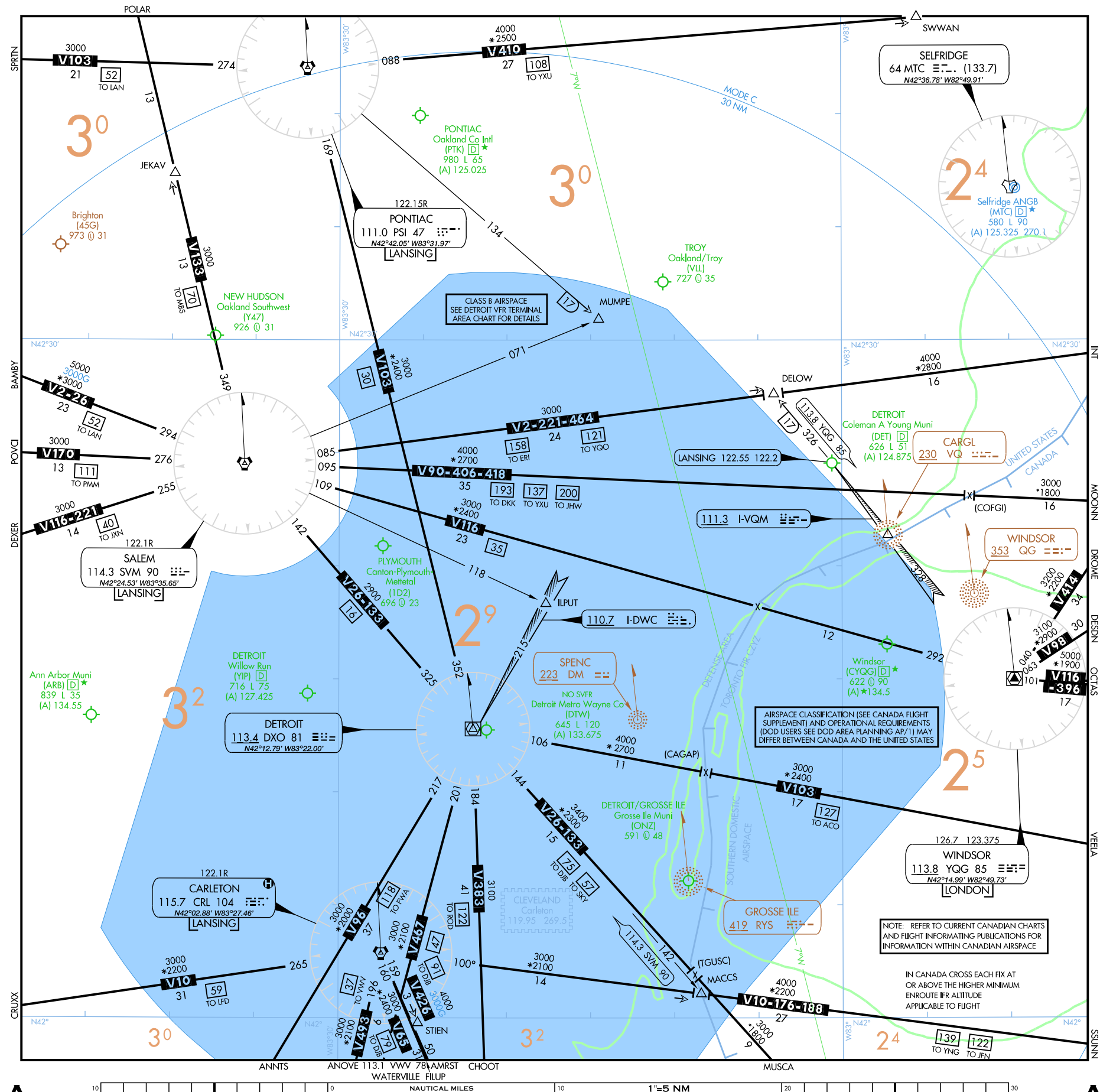




DETROIT 1" = 5 NM (On Charts L-28 & L-30)

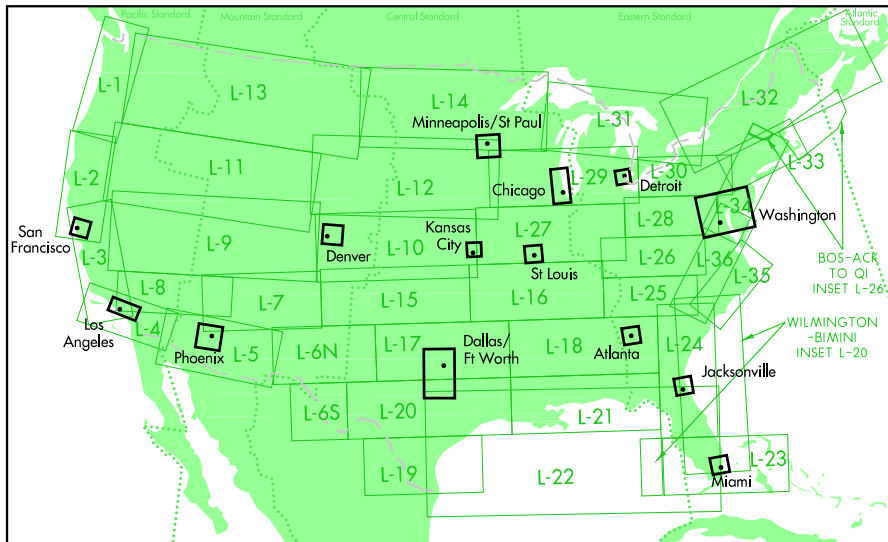


A-1  
A-2

23 SEP 2010  
UNITED STATES



Federal Aviation  
Administration

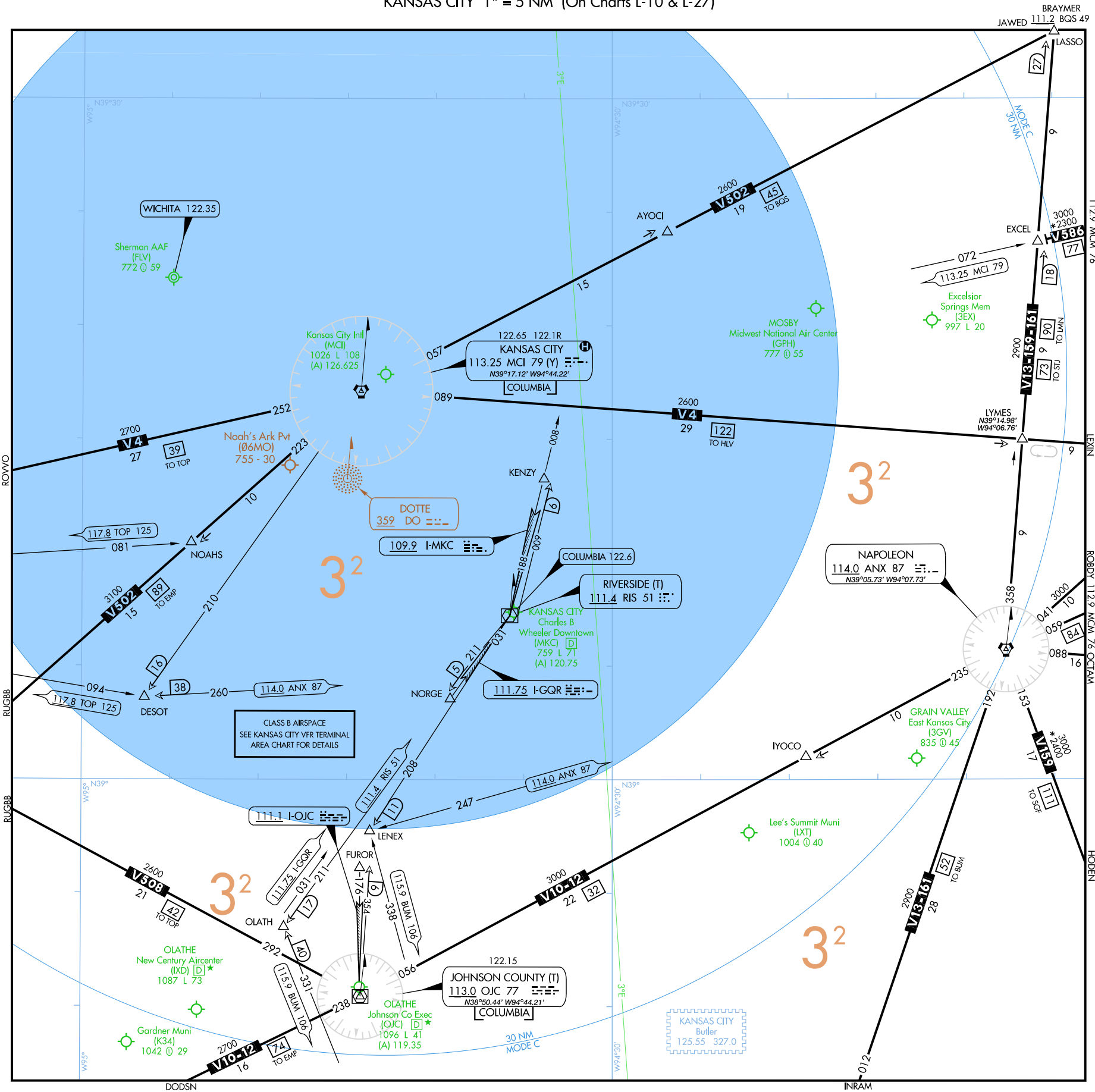


PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY: DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION





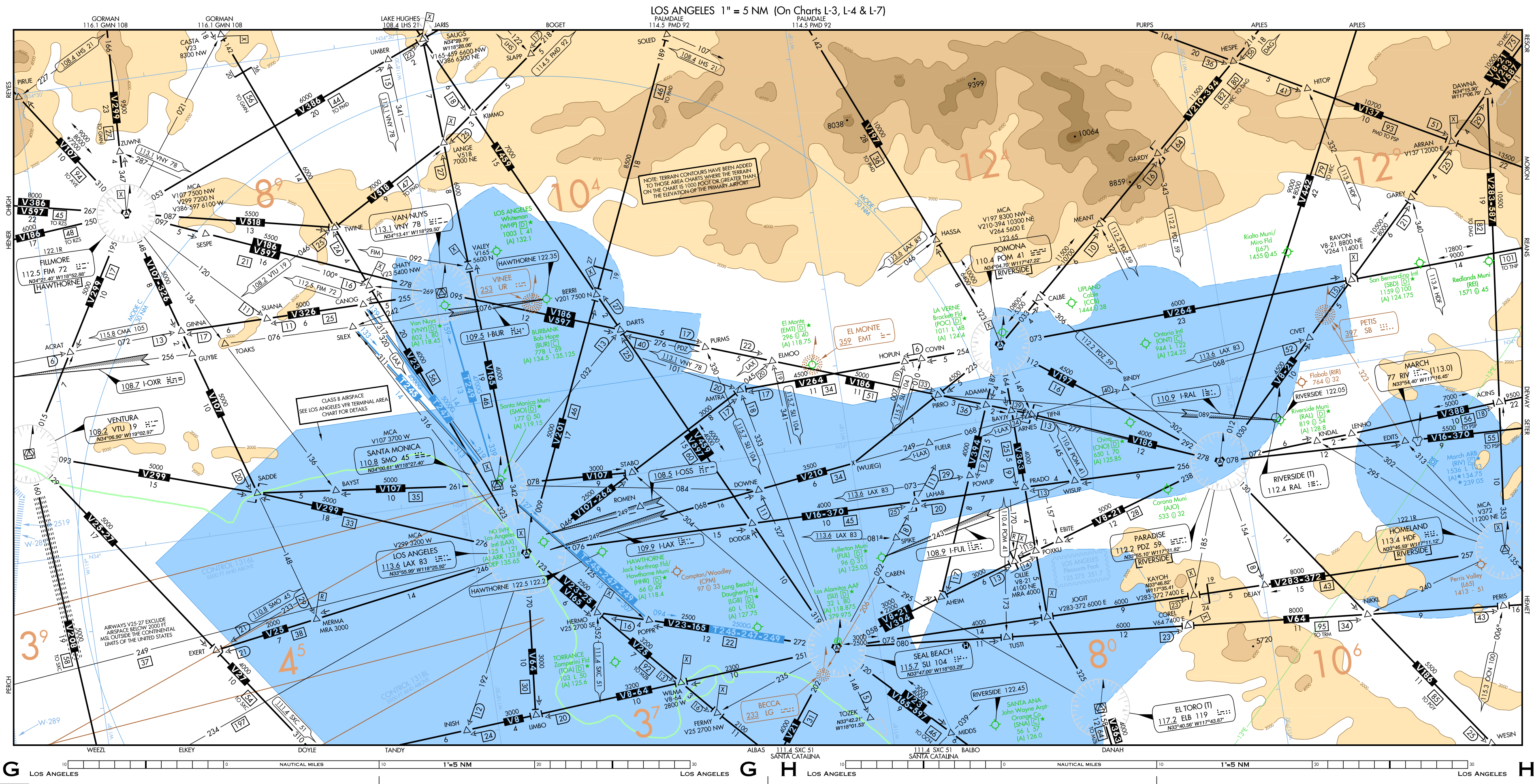
KANSAS CITY 1" = 5 NM (On Charts L-10 & L-27)



KANSAS CITY

KANSAS CITY





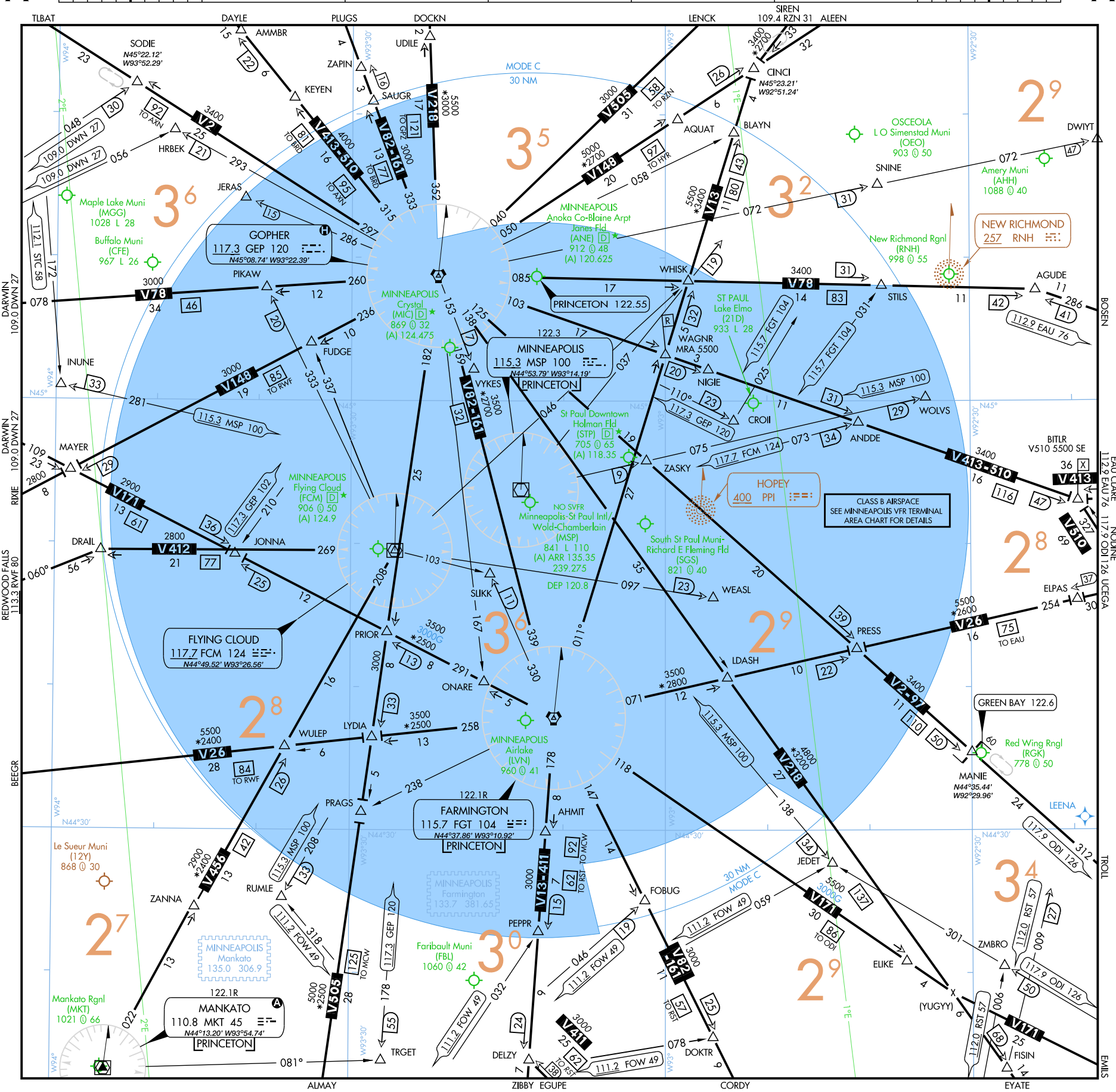






# MILITARY TRAINING ROUTES

NUMBER	ALTITUDE RANGE	AREA	NUMBER	ALTITUDE RANGE	AREA
IR-18	5000 TO 7000	Jacksonville	VR-163	500 AGL TO 3000	Dallas/Fort Worth
IR-32	5000 TO 7000	Jacksonville	VR-223	500 AGL TO 9000	Phoenix
IR-33	500 AGL TO 6000	Jacksonville	VR-231	100 AGL TO 7000	Phoenix
IR-103	100 AGL TO 5000	Dallas/Fort Worth	VR-239	300 AGL TO 9500	Phoenix
IR-105	100 AGL TO 7000	Dallas/Fort Worth	VR-241	300 AGL TO 9500	Phoenix
IR-139	100 AGL TO 6000	Dallas/Fort Worth	VR-242	300 AGL TO 9000	Phoenix
IR-207	200 AGL TO 15000	San Francisco	VR-243	300 AGL TO 9500	Phoenix
IR-415	300 AGL TO 8000	Denver	VR-244	300 AGL TO 9000	Phoenix
IR-614	500 AGL TO 8000	St Louis	VR-245	300 AGL TO 9000	Phoenix
IR-714	SURFACE TO 6000	Washington	VR-267	300 AGL TO 6000	Phoenix
IR-720	5000 TO 8000	Washington	VR-268	300 AGL TO 6000	Phoenix
IR-760	SURFACE TO 6000	Washington	VR-269	300 AGL TO 6000	Phoenix
VR-104	300 AGL TO 10000	Dallas/Fort Worth	VR-704	100 AGL TO 11000	Washington
VR-118	500 AGL TO 15500	Dallas/Fort Worth	VR-705	100 AGL TO 10000	Washington
VR-142	500 AGL TO 4000	Dallas/Fort Worth	VR-708	100 AGL TO 5500	Washington
VR-158	500 AGL TO 5000	Dallas/Fort Worth			



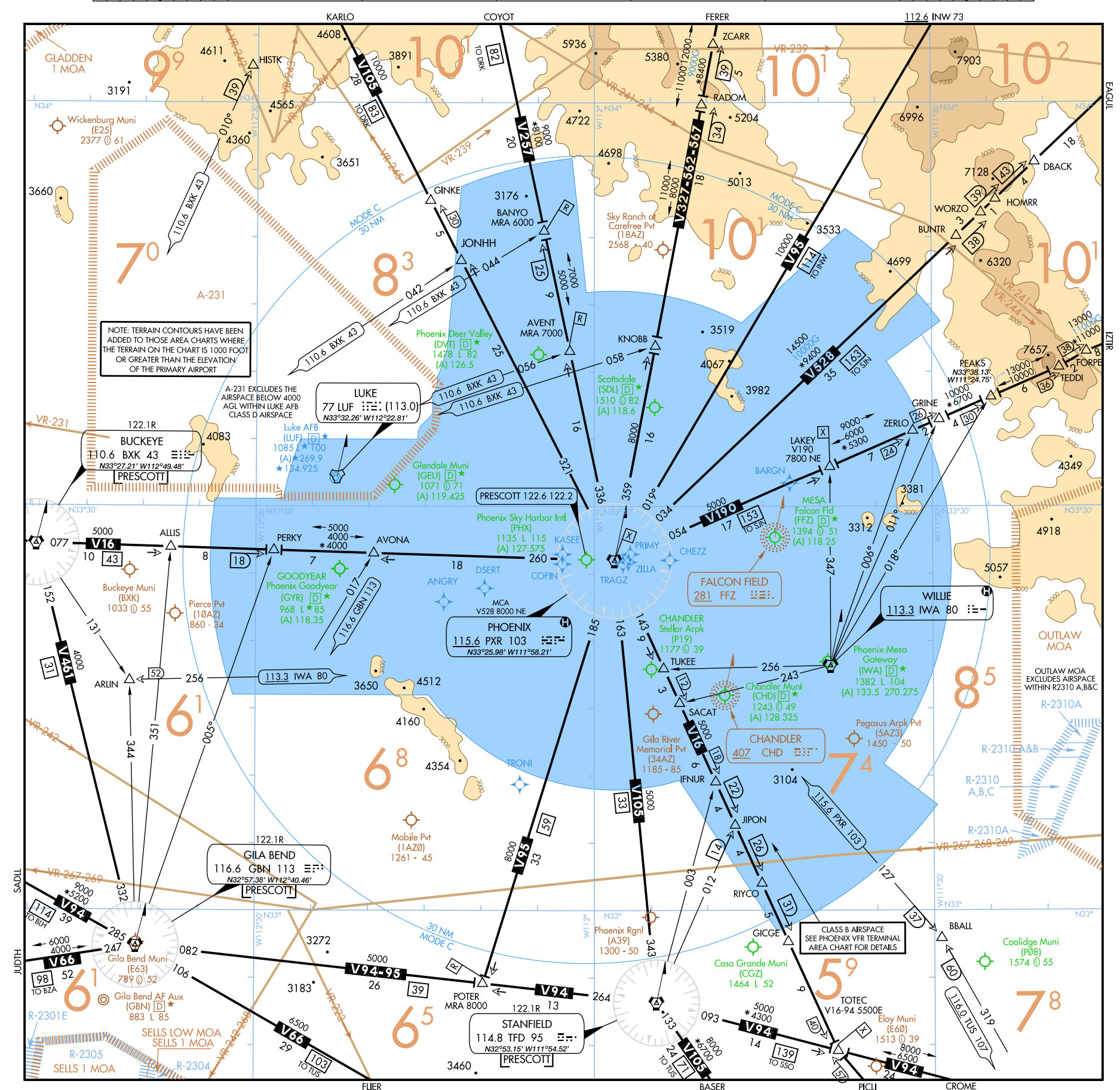
# MILITARY OPERATIONS AREAS

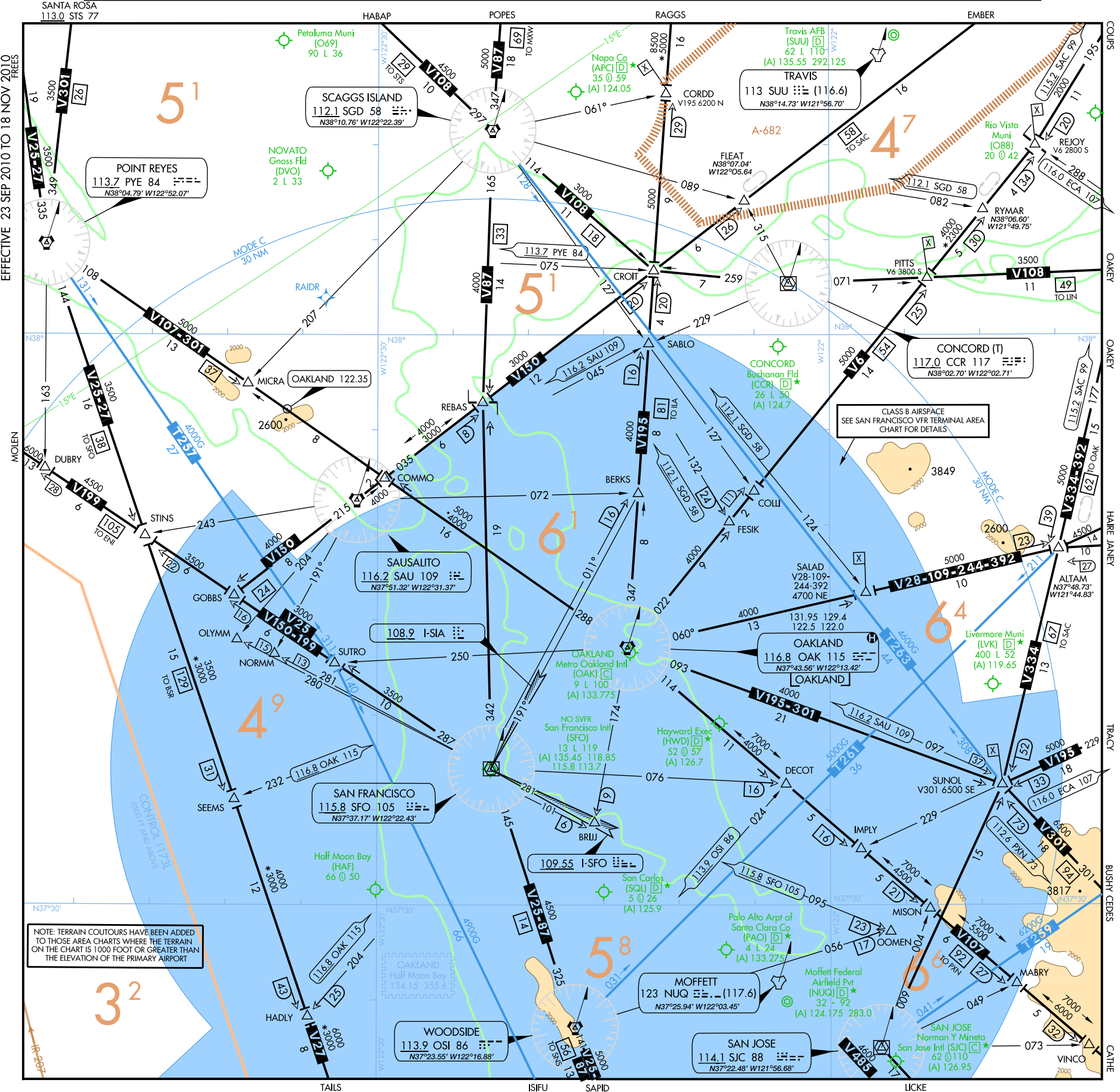
NUMBER	EFFECTIVE ALTITUDE	TIMES USED, UTC			CONTROLLING AGENCY A/G CALL	PANEL
		DAYS	HOURS	WEATHER		
CHICAGO						
MINNOW	10000 *2	Intermittent By NOTAM	Normally Days	VFR-IFR	ZAU CNTR/FSS	A
JACKSONVILLE						
MAYPORT HIGH	3000 *2	Intermittent	2300-0300Z†	VFR-IFR	ZJX CNTR/FSS	C
MAYPORT LOW	1500 To But Not Including 3000	Intermittent	1300-0300Z†	VFR-IFR	ZJX APP CON	C
PHOENIX						
GLADDEN 1	7000 or 5000 AGL Whichever is Higher *2	Mon-Fri *1	1300-0200Z	VFR-IFR	ZAB CNTR/FSS	F
OUTLAW	8000 or 3000 AGL Whichever is Higher *2	Mon-Fri Mon-Fri Intermittent Weekends	1400-0100Z 0100-0500Z By NOTAM	VFR-IFR	ZAB CNTR/FSS	F
SELLS 1	10000 *2	Mon-Fri *1	1300-0200Z	VFR-IFR	ZAB CNTR/FSS	F
SELLS LOW	3000 AGL To But Not Including 10000	Mon-Fri *1	1300-0200Z	VFR-IFR	ZAB CNTR/FSS	F
WASHINGTON						
DEMO 1	500 TO 5000	Intermittent	By NOTAM	VFR-IFR	FAA, POTOMAC TRACON	D
DEMO 2	10000 TO 15000	Intermittent	By NOTAM	VFR-IFR	FAA, POTOMAC TRACON	D
DEMO 3	Above 5000 To 15000	Intermittent	By NOTAM	VFR-IFR	FAA, POTOMAC TRACON	D
HILL	To 3000	Cont	Days	VFR-IFR	FAA POTOMAC APP	D

\*1 Other Times By NOTAM

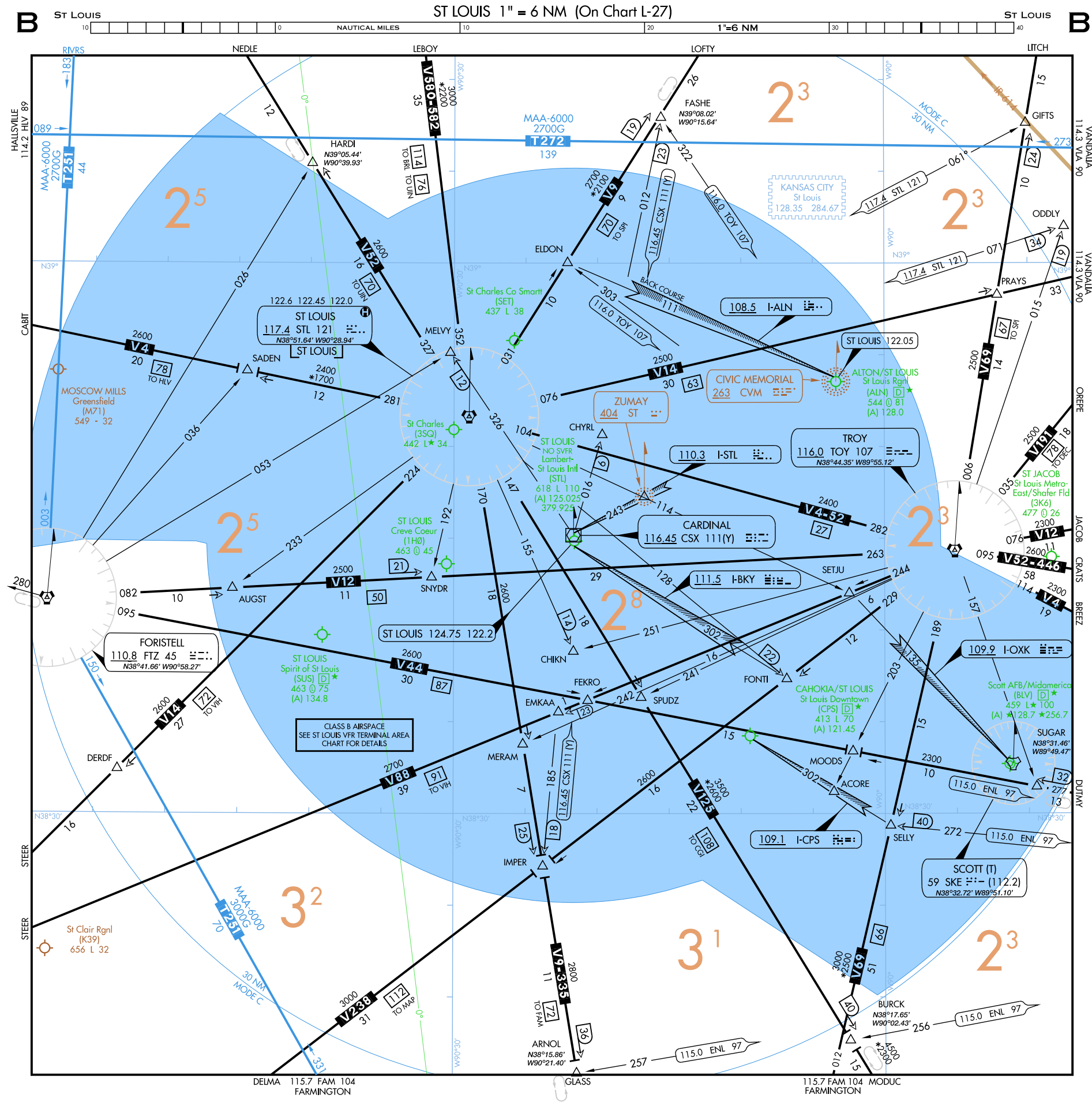
\*2 To But Not Including FL 180











ARTCC three letter ident: Albuquerque ZAB, Atlanta ZTL, Chicago ZMA, Cleveland ZOB, Denver ZDV, Fort Worth ZFW, Jacksonville ZJX, Kansas City ZKC, Los Angeles ZLA, Miami ZMA, Minneapolis ZMP, Oakland ZOA, Washington ZDC

A - Alert, P - Prohibited, R - Restricted, W - Warning Areas

All altitudes are MSL unless otherwise indicated

FL - Flight Level

Time - Hours shown are UTC unless otherwise indicated

Days - Sunrise to Sunset except Canada where it means 1/2 hr before sunrise to 1/2 hr after sunset

Nights - Sunset to Sunrise except Canada where it means 1/2 hr after sunset to 1/2 hr before sunrise

Cont - Continuous: 24 hrs a day, 7 days a week

‡ - During periods of Daylight Saving Time (DT) effective hours will be one hour earlier than shown.

NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

SPECIAL USE AIRSPACE

NUMBER	EFFECTIVE ALTITUDE	TIMES USED, UTC			CONTROLLING AGENCY A/G CALL	PANEL
		DAYS	HOURS	WEATHER		
CHICAGO						
R-6903	To FL 450	Intermittent	By NOTAM	VFR-IFR	ZMP CNTR/FSS	A
DALLAS/FORT WORTH						
P-49	To 2000	Cont	Cont	VFR-IFR	No A/G	H
JACKSONVILLE						
P-50	To But Not Including 3000	Cont	Cont	VFR-IFR	No A/G	D
R-2904A	To But Not Including 1800	Apr-Aug Cont *1 Sep-Mar Sat-Sun *1	1300-2200Z‡  1300-2200Z‡	VFR-IFR	JACKSONVILLE TRACON	D
W-158E	To 1200	Intermittent	By NOTAM	VFR-IFR	JACKSONVILLE TRACON	D
W-158F	1200 To 1700	Intermittent	By NOTAM	VFR-IFR	JACKSONVILLE TRACON	D
LOS ANGELES						
R-2519	Unltd	Cont	Cont	VFR-IFR	ZLA CNTR/FSS	G
W-289	Unltd	Intermittent	By NOTAM	VFR-IFR	ZLA CNTR/FSS	G
MIAMI						
A-291A	To 2500	Days	1100-0500Z‡	VFR	No A/G	D
A-291B	To 3900	Days	1100-0500Z‡	VFR	No A/G	D
A-291C	To 2500	Days	1100-0500Z‡	VFR	No A/G	D
A-291D	To 3900	Days	1100-0500Z‡	VFR	No A/G	D
PHOENIX						
R-2301E	To FL 800	Cont *1	1330-0700Z	VFR-IFR	ZAB CNTR/FSS	F
R-2304	To FL 240	Mon-Sat *1	1330-0700Z	VFR-IFR	ZAB CNTR/FSS	F
R-2305	To FL 240	Mon-Sat *1	1330-0700Z	VFR-IFR	ZAB CNTR/FSS	F
R-2310A	To 10000	Intermittent	By NOTAM	VFR	ZAB CNTR/FSS	F
R-2310B	10000 To 17000	Intermittent	By NOTAM	VFR	ZAB CNTR/FSS	F
R-2310C	17000 To 35000	Intermittent	By NOTAM	VFR	ZAB CNTR/FSS	F
A-231	500 AGL To 6500	Cont	Cont	VFR-IFR	No A/G	F
SAN FRANCISCO						
A-682	To 6000 N of Line To 3000 S of Line	Mon-Fri	1600-0500Z‡	VFR-IFR	No A/G	E
WASHINGTON						
P-40	To But Not Including 5000	Cont	Cont	VFR-IFR	No A/G	D
P-56	To 18000	Cont	Cont	VFR-IFR	No A/G	D
P-73	To But Not Including 1500	Cont	Cont	VFR-IFR	No A/G	D
R-4001A	Unlimited To 10000 Higher By NOTAM	Cont Cont By NOTAM	1200-0500Z‡ 0500-1200Z‡ By NOTAM	VFR-IFR	ZDC CNTR/FSS	E
R-4001B	To 10000 Higher By NOTAM	Intermittent By NOTAM	Intermittent By NOTAM	VFR-IFR	ZDC CNTR/FSS	E
R-4002	To 20000	Cont *1	Sunrise to 0500Z‡	VFR-IFR	ZDC CNTR/FSS	E
R-4005	To But Not Including FL 250	Cont *1	1200-0400Z‡	VFR-IFR	ZDC CNTR/FSS	E
R-4006	3500 To But Not Including FL 250	Cont *1	1200-0400Z‡	VFR-IFR	ZDC CNTR/FSS	E
R-4007	To But Not Including 5000	Cont *1	1200-0400Z‡	VFR-IFR	ZDC CNTR/FSS	E
R-4009	5000 To 12500	Cont	Cont	VFR-IFR	ZDC CNTR/FSS	D
R-5801	To 4000	Mon-Fri	1300-2100Z‡	VFR-IFR	No A/G	D
R-5802A	200 AGL To 5000	2/15-5/10 9/1-12/15 Sat Sun 5/11-8/31	1300-0400Z‡ 1300-1700Z‡	VFR	ZNY CNTR/FSS	E
		Sat Sun-Fri *1	1300-0500Z‡ 1300-0100Z‡			
R-5802B	To 13000	2/15-5/10 9/1-12/15 Sat Sun 5/11-8/31	1300-0400Z‡ 1300-1700Z‡	VFR	ZNY CNTR/FSS	E
		Sat Sun-Fri *1	1300-0500Z‡ 1300-0100Z‡			
R-5802C	500 AGL To But Not Including 17000	2/15-5/10 9/1-12/15 Sat Sun 5/11-8/31	1300-0400Z‡ 1300-1700Z‡	VFR-IFR	ZNY CNTR/FSS	E
		Sat Sun-Fri *1	1300-0500Z‡ 1300-0100Z‡			
R-5802D	17000 To But Not Including FL 220	2/15-5/10 9/1-12/15 Sat Sun 5/11-8/31	1300-0400Z‡ 1300-1700Z‡	VFR-IFR	ZNY CNTR/FSS	E
		Sat Sun-Fri *1	1300-0500Z‡ 1300-0100Z‡			
R-5803	To 4000	Mon-Fri	1300-2100Z‡	VFR-IFR	No A/G	D
R-6608A-C	To 10000	Cont *1	1000-0500Z‡	VFR-IFR	FAA, POTOMAC TRACON	D
R-6611A	To 40000	Mon-Fri *1	1300-2200Z‡	VFR-IFR	ZDC CNTR/FSS	D,E
R-6612	To 7000	Mon-Fri *1	1300-2200Z‡	VFR-IFR	ZDC CNTR/FSS	D
R-6613A	To 40000	Mon-Fri *1	1300-2200Z‡	VFR-IFR	ZDC CNTR/FSS	E
A-220	To 4500	Cont	1300-0300Z‡	VFR	No A/G	F
W-386	Unltd	Intermittent	By NOTAM	VFR-IFR	ZDC CNTR/FSS	F

\*1 Other Times By NOTAM

\*2 To But Not Including FL 180



San Francisco  
Los Angeles  
Phoenix  
Denver  
Kansas City  
Dallas/Fort Worth  
Chicago/Milwaukee

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace

Minneapolis/St Paul  
Detroit  
St Louis  
Atlanta  
Jacksonville  
Miami  
Washington

# UNITED STATES GOVERNMENT FLIGHT INFORMATION PUBLICATION IFR AREA CHARTS - U.S.

For use up to but not including 18,000' MSL

**EFFECTIVE 0901Z 23 SEP 2010**  
**TO 0901Z 18 NOV 2010**

Consult NOTAMs for latest Information

Published by the  
U.S. Department of Transportation  
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AeroNav Services  
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Frequently asked questions (FAQ) are answered on our web site at <http://AERONAV.FAA.GOV>.  
See the FAQs prior to contact via toll free number or email.

## ATTENTION

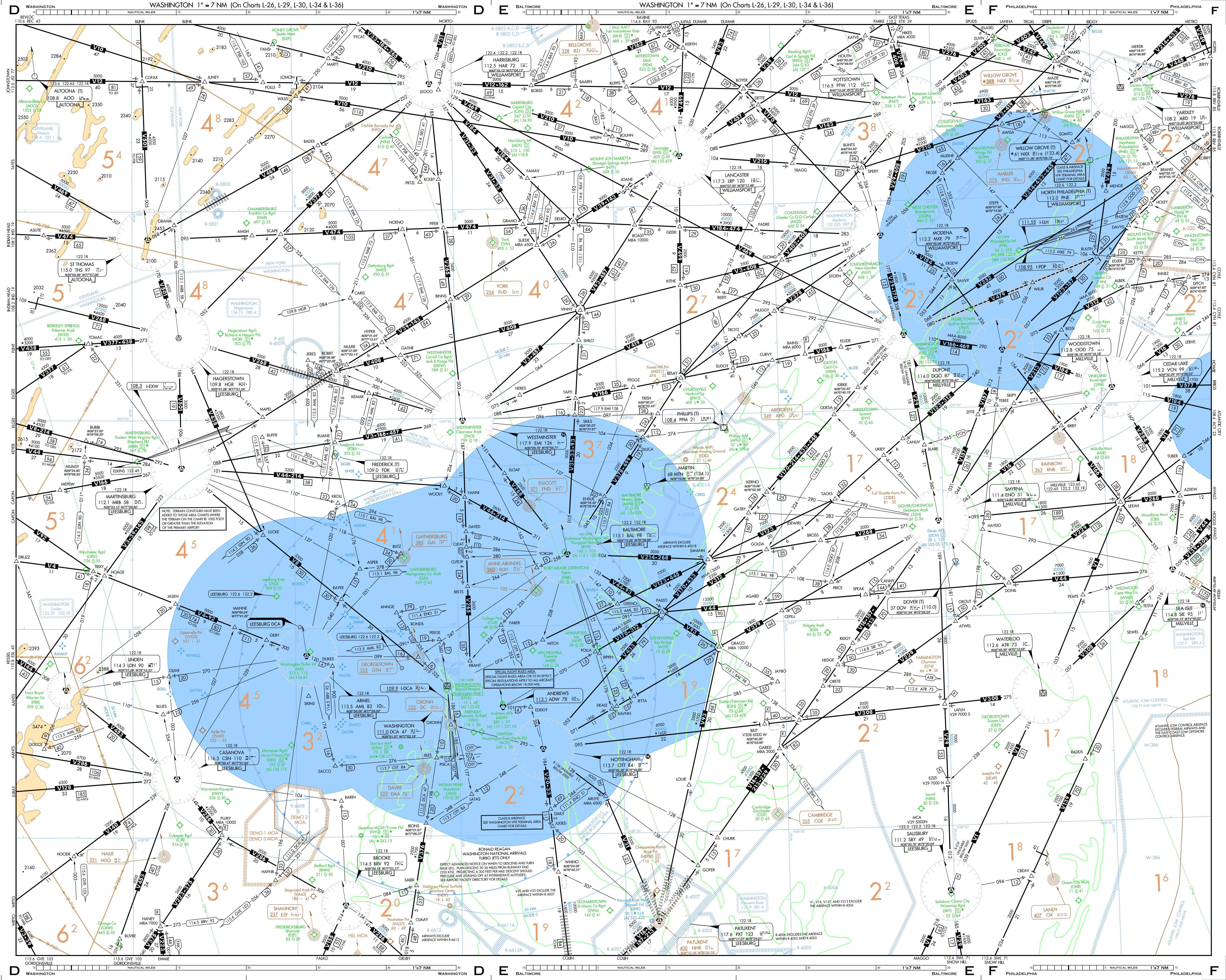
### THIS CHART CONTAINS OFF ROUTE OBSTRUCTION CLEARANCE ALTITUDES (OROCA).

The off route obstruction clearance altitudes shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The OROCA is based on information available concerning the highest known features in each quadrangle, including terrain and obstructions. OROCA provides obstruction clearance with a 1000 foot buffer in designated non-mountainous areas and a 2000 foot buffer in designated mountainous areas within the United States. For areas in Mexico and the Caribbean which are located outside of the U.S. ADIZ, OROCA provides obstruction clearance with a 3000 foot buffer. This altitude is provided for obstruction clearance only. It does not provide for NAVAID signal coverage or communication coverage, and would not be consistent with altitudes assigned by Air Traffic Control.

Example: 12,500 feet .....

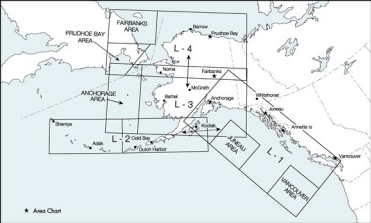
12<sup>5</sup>













Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

L-2

PANELS  
FIGURE  
1-18 NM

L-1

PANELS  
FIGURE  
1-18 NM

UNITED STATES GOVERNMENT  
FLIGHT INFORMATION PUBLICATION  
IFR ENROUTE LOW ALTITUDE - U.S.  
For use up to but not including 18,000 MSL  
EFFECTIVE 0901Z 23 SEP 2010  
TO 0901Z 18 NOV 2010  
Consult NOTAMS for latest information  
Published by the  
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See the FAQ's prior to contact via toll free number or email.

ATTENTION

THIS CHART CONTAINS OFF ROUTE OBSTRUCTION CLEARANCE ALTITUDES (ORCA).  
The off route obstruction clearance altitudes shown in quadrangles bounded by solid lines of latitude and  
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is based on information available concerning the highest known features in each quadrangle, including  
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For areas in Mexico and the Caribbean which are located outside of the U.S. AIZ, ORCA provides  
obstruction clearance with a 2000 foot buffer. This altitude is provided for obstruction clearance only.  
It does not provide for NAVD83 ground coverage or communication coverage, and would not be consistent  
with altitudes assigned by air traffic control.

Example: 12,500 feet

23 SEP 2010  
UNITED STATES  
Federal Aviation  
Administration

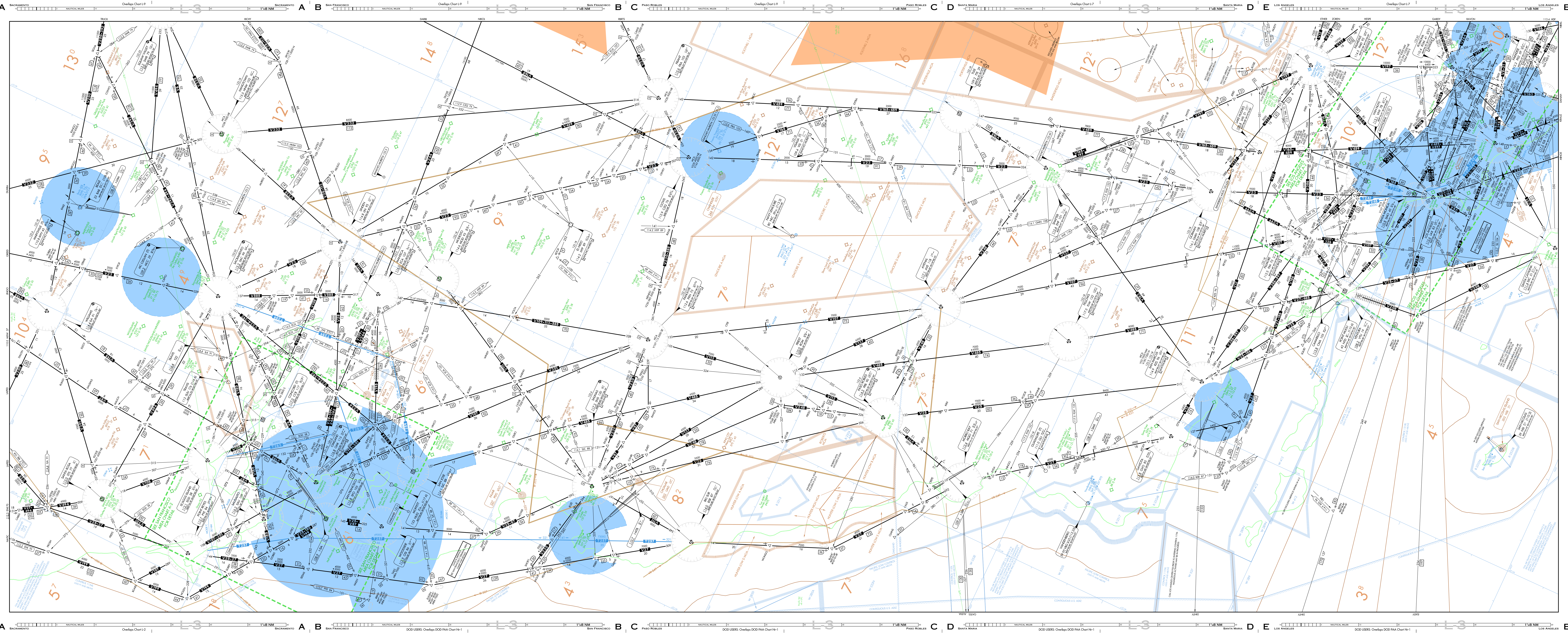
AREA CHARTS

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P - PROHIBITED, R - RESTRICTED, A - ALERT, W - WARNING AREAS

### SPECIAL USE AIRSPACE

MILITARY OPERATIONS AREAS

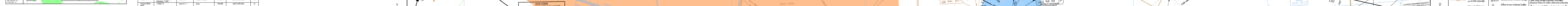
2. To our best knowledge, this is the first study to





[illegible]

Figure 1 is a geologic map of the study area. The map shows the distribution of various geological units and features. Key features include the 'Arel East Nock' area, 'Gila Bend Mon.', 'Phonite Peg.', 'Green Granite Mnt.', and 'Dike 1000'. The map is color-coded to represent different geological units: light blue for 'Arel East Nock', orange for 'Gila Bend Mon.', green for 'Phonite Peg.', and yellow for 'Green Granite Mnt.'. A scale bar indicates distances from 0 to 1000 feet. A north arrow is also present.



**ROAD USERS**

- Heavy Truck
- Medium Truck
- Light Truck
- Passenger Car
- Motorcycle
- Bicycle
- Pedestrian

**ROAD TYPE**

- Major Arterial
- Minor Arterial
- Collector
- Local

**Legend**

- Proposed Road
- Existing Road
- Proposed Roadway
- Existing Roadway
- Proposed Roadway
- Existing Roadway

**Map Labels**

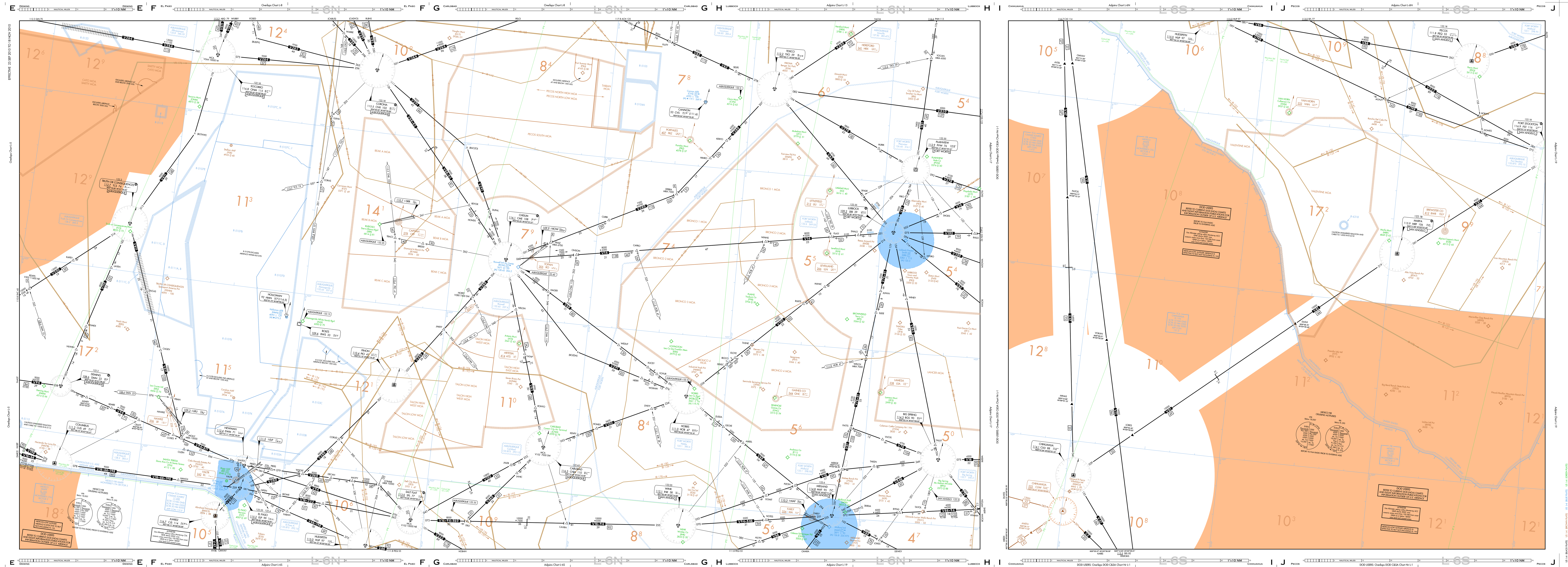
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FAV Product ID: EU055

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UNITED STATES GOVERNMENT  
FLIGHT INFORMATION PUBLICATION  
IFR ENROUTE LOW ALTITUDE - U.S.  
EFFECTIVE 0901Z 23 SEP 2010  
TO 0901Z 18 NOV 2010

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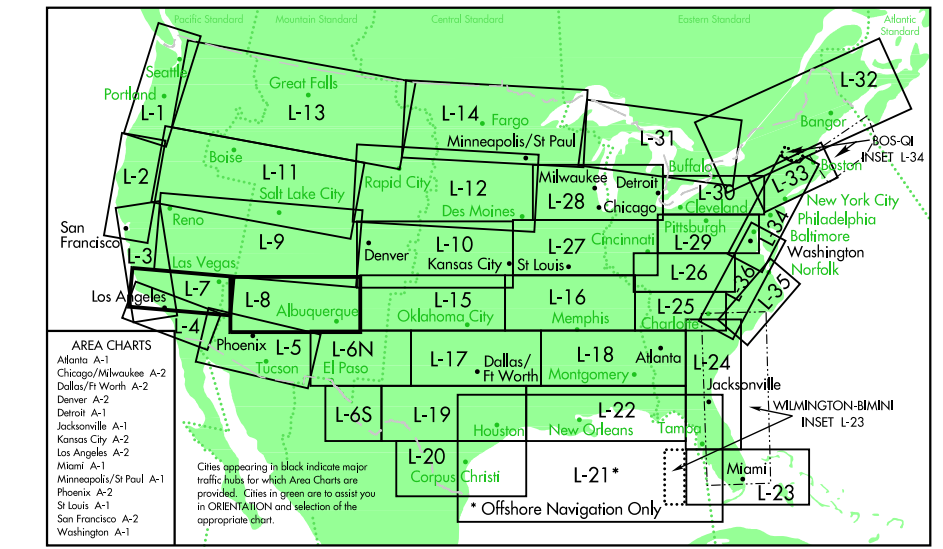
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See the FAQs prior to contact with toll free number or email.

THIS CHART CONTAINS OFF ROUTE OBSTRUCTION CLEARANCE ALTITUDES (ORCA).  
The off route clearance altitudes shown in quadrangles bounded by solid lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The ORCA is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions. ORCA provides obstruction clearance with a 1000 foot buffer in designated non-mountainous areas and a 2000 foot buffer in designated mountainous areas within the United States. For areas in Mexico and the Caribbean which are located outside of the U.S. AER, ORCA provides obstruction clearance with a 2000 foot buffer. This altitude is provided for obstruction clearance only. It does not provide for NAVDAD signal coverage or communication coverage, and would not be consistent with altitudes assigned by the Traffic Control.

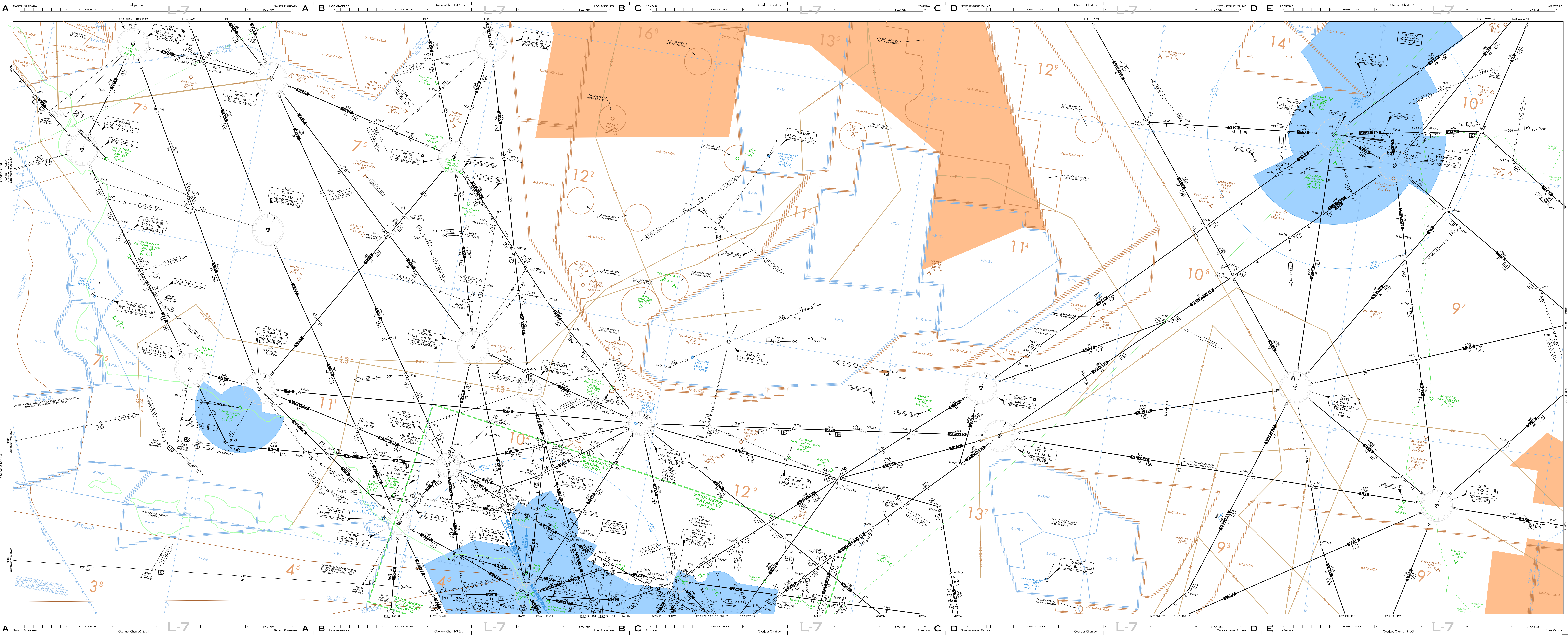
Example: 12,500 feet

23 SEP 2010  
UNITED STATES  
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Administration



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FAA Product ID: ELUS7  
NSN 761014109652  
ENROUTE LOW ALTITUDE - U.S.













AMFC on lower alert status: Albuquerque ZAB, Austin ZBT, Boston ZBT, Chicago ZAB, Cleveland ZDB, Denver ZBT, Fort Worth ZBT, Houston ZBT, Indianapolis ZBT, Jacksonville ZBT, Kansas City ZBT, Los Angeles ZAB, Memphis ZBT, Miami ZAB, Minneapolis ZBT, New York ZBT, Oakland ZAB, Salt Lake City ZBT, Seattle ZBT, Washington ZDB

**P - PROHIBITED, R - RESTRICTED, A - ALERT, W - WARNING AREAS**  
**CAND, CYA - ADVISORY, CYD - DANGER, CYR - RESTRICTED AREAS**

All altitudes are MSL unless otherwise indicated

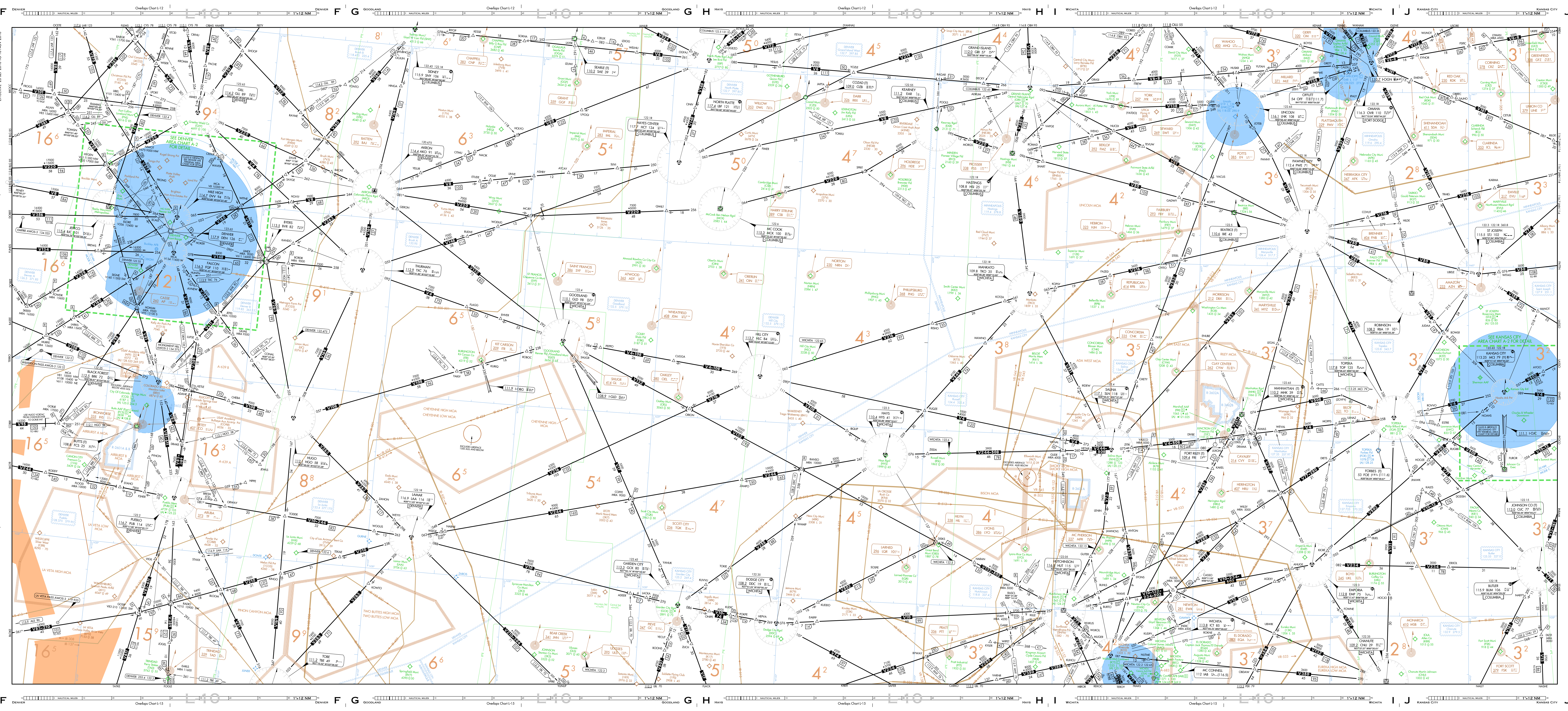
**FL - High Level**  
**FL - Low Level** - unless shown are UTC unless otherwise indicated

**Daylight** - Sunrise to Sunset unless otherwise indicated at means  
1/2 hr before sunrise to 1/2 hr after sunset

**Nights** - Sunrise to Sunset unless otherwise indicated at means

**Cont** - Continuous: 24 hrs a day, 7 days a week  
- During periods of Daylight Saving Time (DST) and Daylight Saving Time (DST) are shown

**NOTAM** - all items in NOTAM areas indicate FAA and Aeronautical Information Systems. Use of this item in other Special Use areas indicates the NOTAM system.

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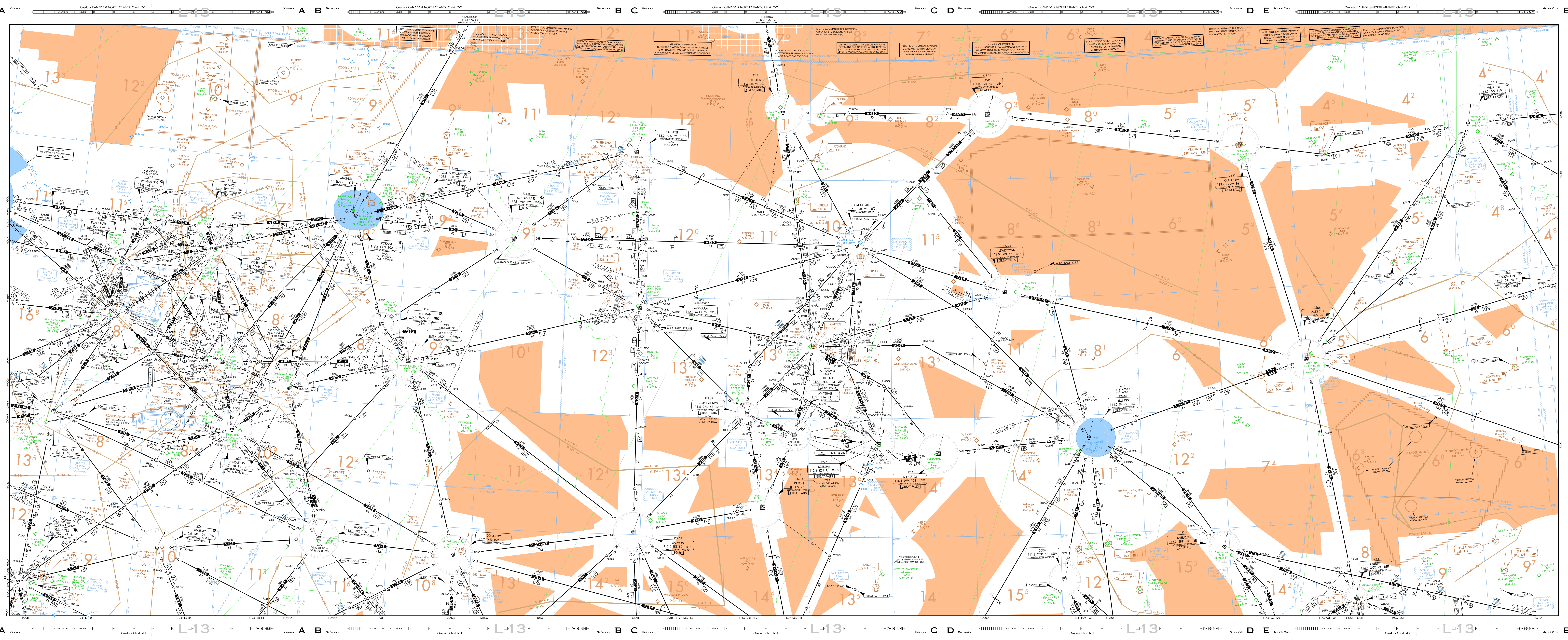


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Aggelos Muri	AGP	Heber City Muri	363	D	Quentin Annonen	LYY	I
Acqua-Bette Co	AOC	C Herlong	357	A	Ralphie Wenzel	FIN	D
Arthur N New	HN	I Highgrove Muri	906	H	Rangely	evb	E
Atlantic Muri	ALO	I Hill AFS	1FD	F	Rangely City Spd	GAF	G
Adrian Co	ADN	C Hill Springs Co	1HF	E	Randolph & Harvey	FRM	F
Austin Muri	ALM	J Hill Springs Muri	9SR	G	Raid Oak Hill	RDK	I
Belle Mountain	BAM	B Hoven Muri	5FR	H	Rd Reflect Ranch Ph	WYQD	E
Beor Lake Co	ELC	D Hullett Muri	2W3	F	Rd Ring Spd	RKG	J
Belle Fouchre Muri	TF	F Humboldt Muri	843	I	Ridfield Muri	LDH	H

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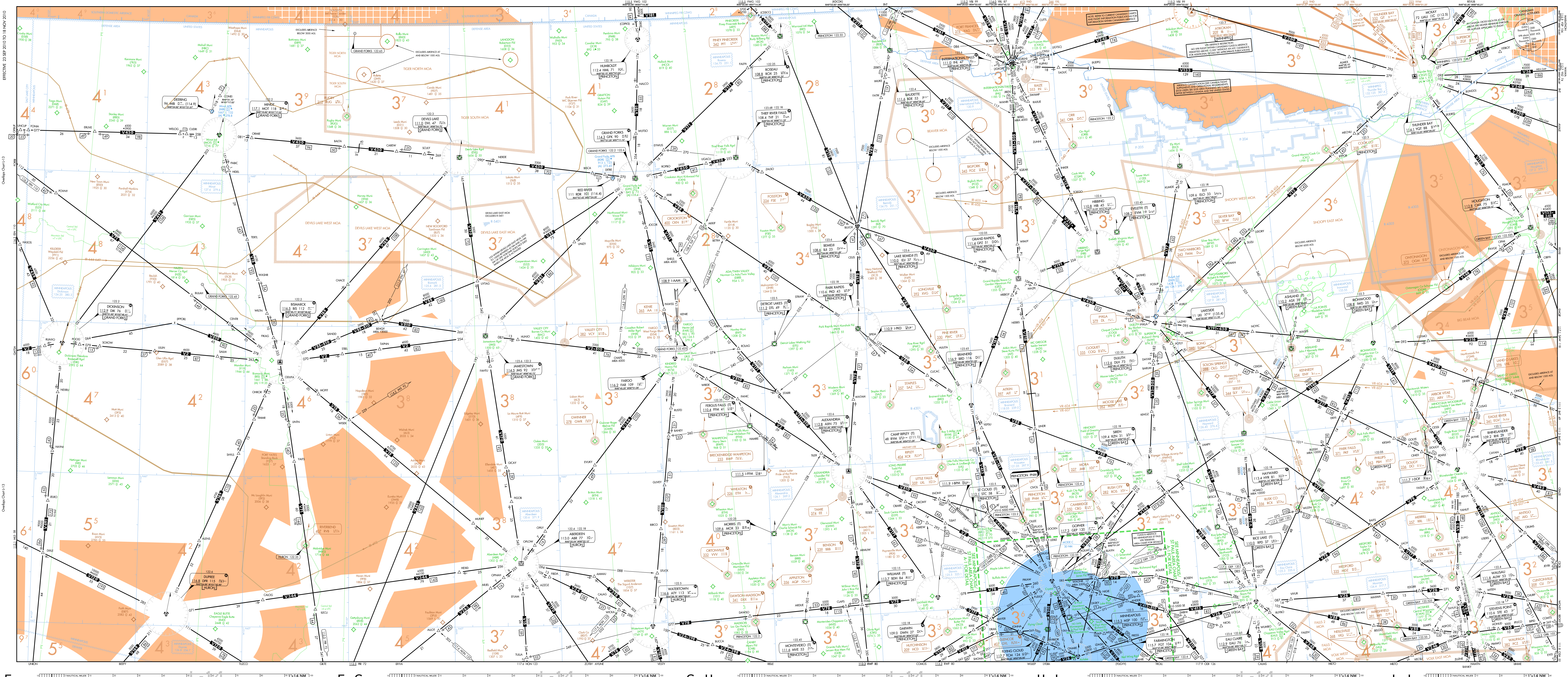
APRCC, four letter initials: Albuquerque ZAB, Jacksonville ZJF, Boston ZBW, Chicago ZAU, Cleveland ZOB, Denver ZDF, Fort Worth ZFW, Houston ZHH, Indianapolis ZID, Los Angeles ZLA, Kansas City ZKC, Las Vegas ZLV, Long Beach ZLB, Miami ZMM, Minneapolis ZMP, New York ZNY, Oakland ZAO, Salt Lake City ZSLC, Seattle ZSE, San Francisco ZSF, Washington ZDC

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CANADA: CYA - ADVISORY, CYD - DANGER, CYR - RESTRICTED AREAS

• Conventions: 24 hrs a day, 7 days a week  
• During periods of Daylight Saving Time (DST), effective hours will be one hour earlier than shown

NOTAM - Aeronautical Information Notice, a notice to pilots in flight and ground personnel about hazards to flight and NOTAM system. Use of this term in all other Special Use areas indicates the NOTAM system.

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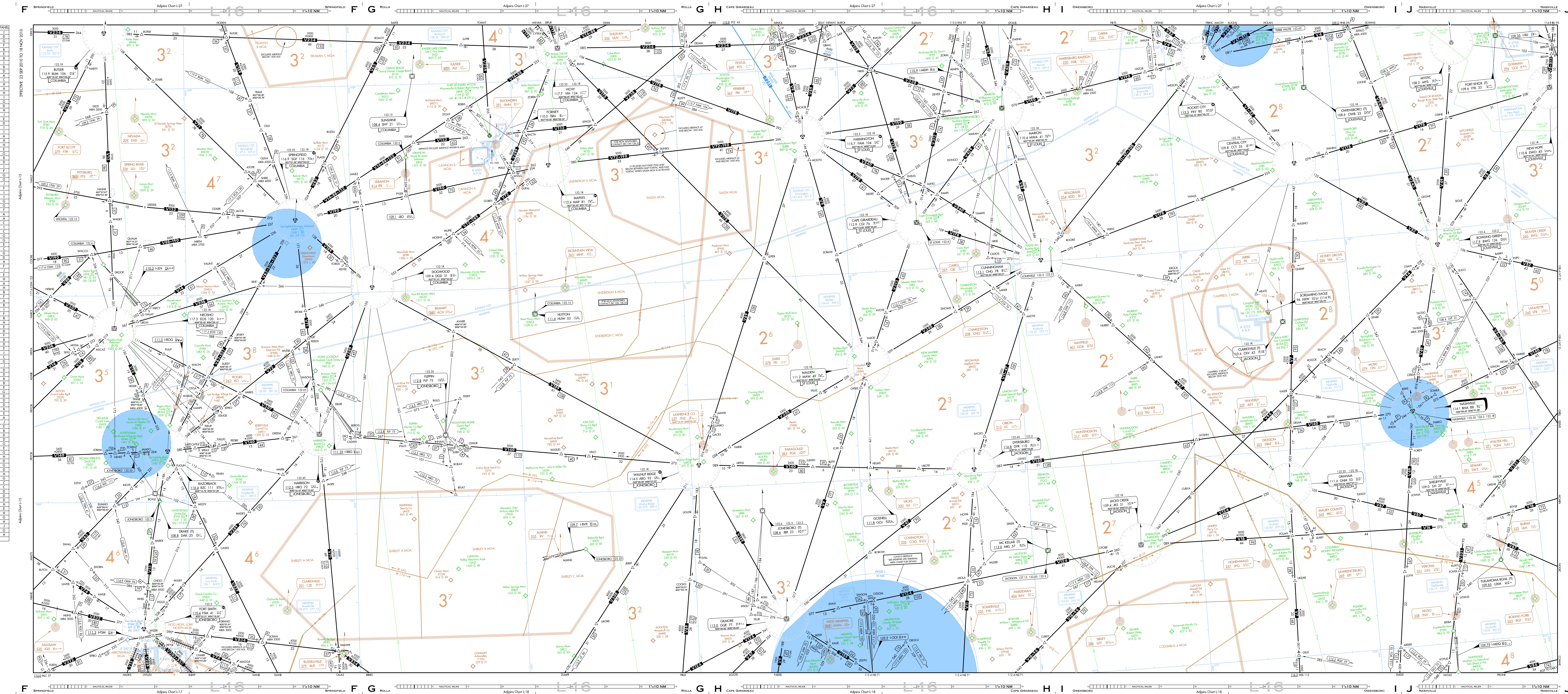


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<p>ARTCC three letter idents: Albuquerque ZAB, Atlanta ZTL, Boston ZBW, Chicago ZAU, Cleveland ZOB, Denver ZDV, Fort Worth ZFW, Houston ZHU, Indianapolis ZID, Jacksonville ZJA, Kansas City ZKC, Los Angeles ZLA, Memphis ZME, Miami ZMA, Minneapolis ZMP, New York ZNY, Oakland ZFO, Salt Lake City ZLC, Seattle ZSE, Washington ZDC.</p>	<table border="1"> <tr> <td>Donor F10-Shelbyville</td> <td>SYL</td> <td>J</td> <td>Monterey Muri</td> <td>MP2</td> <td>E</td> <td>Rector</td> <td>ZMH</td> <td>H</td> </tr> <tr> <td>Boone Co</td> <td>HIO</td> <td>F</td> <td>Hopkins Muri</td> <td>O45</td> <td>B</td> <td>Reelboat Lake</td> <td>BM2</td> <td>H</td> </tr> <tr> <td>Bowling Green</td> <td>BWG</td> <td>J</td> <td>Hopkinsville Christian</td> <td>HVC</td> <td>I</td> <td>Richard Lloyd Jones Jr</td> <td>KV5</td> <td>E</td> </tr> </table>	Donor F10-Shelbyville	SYL	J	Monterey Muri	MP2	E	Rector	ZMH	H	Boone Co	HIO	F	Hopkins Muri	O45	B	Reelboat Lake	BM2	H	Bowling Green	BWG	J	Hopkinsville Christian	HVC	I	Richard Lloyd Jones Jr	KV5	E	<p>FORT SCOTT 379 FSK 117°</p>	<p>209 EAD Int.</p>	<p>32</p>	<p>Section Hurl</p>
Donor F10-Shelbyville	SYL	J	Monterey Muri	MP2	E	Rector	ZMH	H																								
Boone Co	HIO	F	Hopkins Muri	O45	B	Reelboat Lake	BM2	H																								
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Branson Jet	BIG F	Houston Beers	808 D	Richland Motel	MCI
Branson West Motel	PAW	Houston City	AMF	AMF	AMF
Branson Jet	R	Houston Motel	888 G	Swindle	333
Conc	Conc	Conc	24 hrs of day, 7 days a week		
FL	High Light		Effective periods of daylight saving time (DT)		
FL	Hours shown are UTC unless otherwise indicated		• During hours of the one hour earlier than shown		
FL	• Sunset to Sunset except Canada where it means 72 hrs before sunset or 72 hrs after sunset		NOTAM: Use of this item in Restricted Area indicates FAA and DOD have been notified		
FL	• Sunset to Sunset except Canada where it means 72 hrs before sunset or 72 hrs after sunset		Special Use Areas indicate the DOD NOTAM system		
Day	Day	Day	Day	Day	Day
Bulldozer Motel	BIF	C Huguenot Motel	HGG	B Robert Sidney	RYG
Bulldozer Motel	H17	F Humboldt Motel	A55 H	R Robert Sidney	SCB
Bulldozer Motel	BUM	F Humphreys Motel	BMS	I Italia Downtown	V81
Bulldozer Motel	TVB	G Hurlbut Motel	H54 F	I Italia Downtown	V81

SPECIAL USE AIRSPACE							
FAIRFAX	DTIC/DC	MILITARY USE		SPECIAL USE		CONTROLLING AGENCY	NAME
FAIRFAX	DTIC/DC	STOPS	CLASS	FAIRFAX	DTIC/DC	CONTROLLING AGENCY	NAME
FA-001	10-0000000000000000	STOPS	Class	FAIRFAX	DTIC/DC	FAIRFAX	FA-001
FA-002	10-0000000000000000	STOPS	Class	FAIRFAX	DTIC/DC	FAIRFAX	FA-002
FA-003	10-0000000000000000	STOPS	Class	FAIRFAX	DTIC/DC	FAIRFAX	FA-003
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IFR ENROUTE LOW ALTITUDE - U.S.  
For use up to but not including 18,000' MSL  
EFFECTIVE 0901Z 23 SEP 2010  
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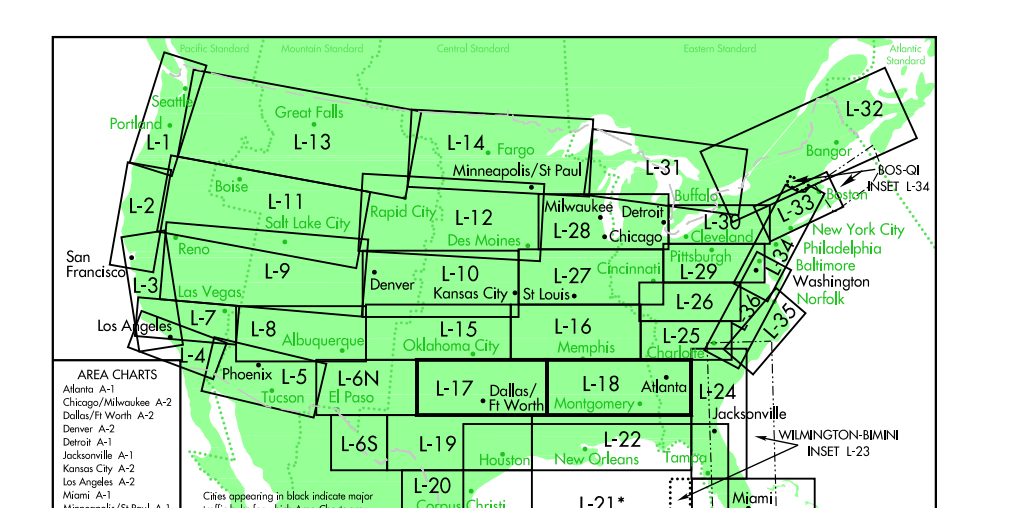
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Fax: 202-455-6879  
or any authorized chart agent

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ATTENTION  
THIS CHART CONTAINS OFF-ROUTE OBSTRUCTION CLEARANCE ALTITUDES (ORCA).  
The off-route obstruction clearance altitudes shown in quadrangle boundaries are based on the highest known obstruction within the quadrangle boundary. The ORCA is based on information available at the time of charting. It is not intended to be used as a substitute for a current obstruction clearance chart. The ORCA is not valid for use in the United States. The ORCA is not valid for use in the United States. The ORCA is not valid for use in the United States.

12<sup>5</sup>

23 SEP 2010  
UNITED STATES  
Federal Aviation  
Administration



FAA Product ID: ELUS17  
NSN 754 101 010 8680  
ENRXLUSCHT17

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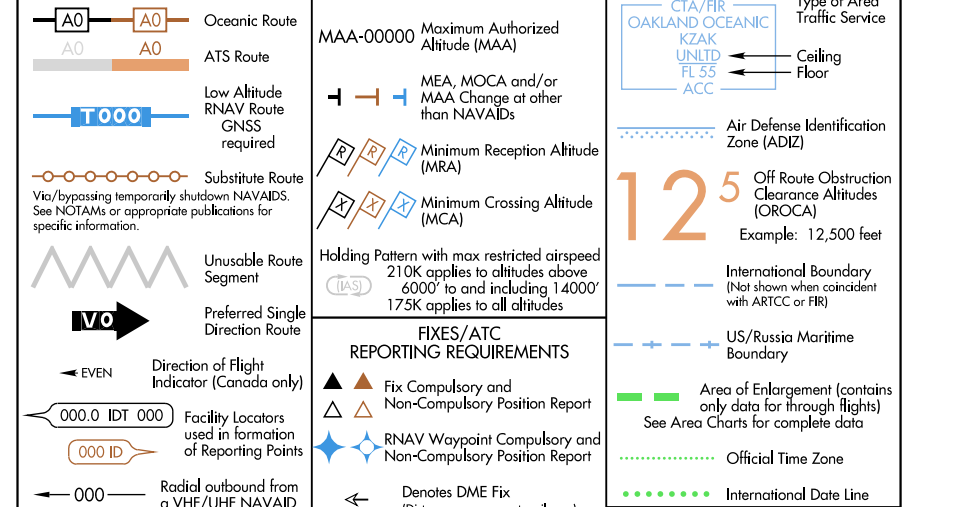
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Telephone: 1-800-947-6377  
Fax: 202-455-6879  
or any authorized chart agent

FOR CHARTING ERRORS CONTACT:  
FAA, National Aeronautics and Space Administration  
1200 Independence Ave., SW  
Washington, D.C. 20591  
Office of the Chief Counsel  
Email: FAA-ATIS-ASR@faa.gov  
Telephone: 1-800-947-6377  
Fax: 202-455-6879  
or any authorized chart agent

ATTENTION  
THIS CHART CONTAINS OFF-ROUTE OBSTRUCTION CLEARANCE ALTITUDES (ORCA).  
The off-route obstruction clearance altitudes shown in quadrangle boundaries are based on the highest known obstruction within the quadrangle boundary. The ORCA is based on information available at the time of charting. It is not intended to be used as a substitute for a current obstruction clearance chart. The ORCA is not valid for use in the United States. The ORCA is not valid for use in the United States. The ORCA is not valid for use in the United States.

12<sup>5</sup>

23 SEP 2010  
UNITED STATES  
Federal Aviation  
Administration



FAA Product ID: ELUS17  
NSN 754 101 010 8680  
ENRXLUSCHT17

UNITED STATES GOVERNMENT  
FLIGHT INFORMATION PUBLICATION  
IFR ENROUTE LOW ALTITUDE - U.S.  
For use up to but not including 18,000' MSL  
EFFECTIVE 0901Z 23 SEP 2010  
TO 0901Z 18 NOV 2010

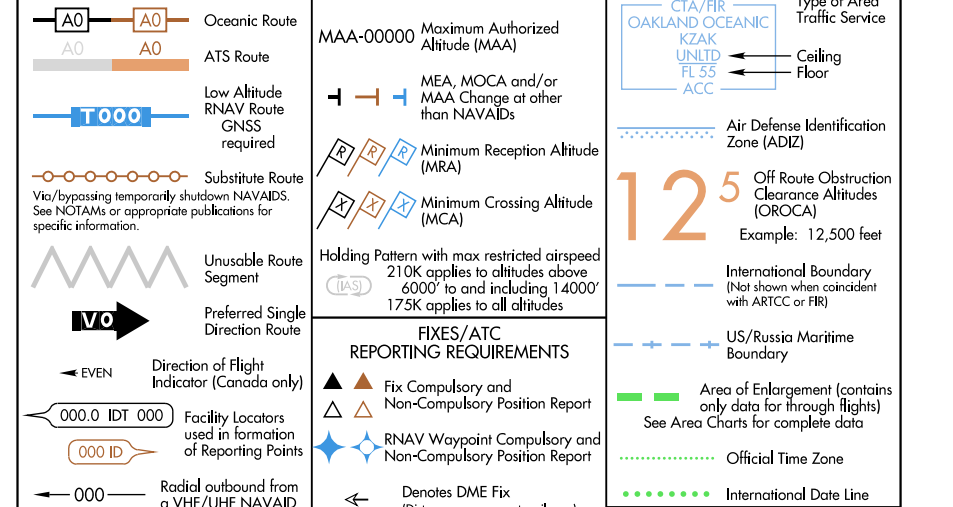
Consult NOTAMS for latest information  
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U.S. Department of Transportation  
Federal Aviation Administration  
Aeronautics Service  
http://www.faa.gov  
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FAA, National Aeronautics and Space Administration  
1200 Independence Ave., SW  
Washington, D.C. 20591  
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23 SEP 2010  
UNITED STATES  
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NSN 754 101 010 8680  
ENRXLUSCHT17



APRCC, Essex Inner Islets, Allouezburg ZAC, Adirata ZIL, Boston ZWB, Chicago ZAL, Cleveland ZOR, Denver ZDZ, Fort Worth ZFW, Houston ZSH, Indianapolis ZDZ, Jacksonville ZDC, Kansas City ZKC, Los Angeles ZLA, Memphis ZME, Miami ZMA, Minneapolis ZMN, New York ZNY, New Orleans ZNY, Salt Lake City ZLC, Seattle ZSE, Washington ZDC

**P - PROHIBITED, R - RESTRICTED, A - ALERT, W - WARNING AREAS**

**CANADA, CYA - ADVISORY, CYD - DANGER, CYR - RESTRICTED AREAS**

All altitudes are MSL unless otherwise indicated

FL - **High Level**

FL - **Month** - Shows hours on UTC unless otherwise indicated

Days -  **Sunrise to Sunset** except **Canada** where it means

1/2 hr before sunrise to 1/2 hr after sunset

**Night** - Sunrise to Sunset except **Canada** where it means

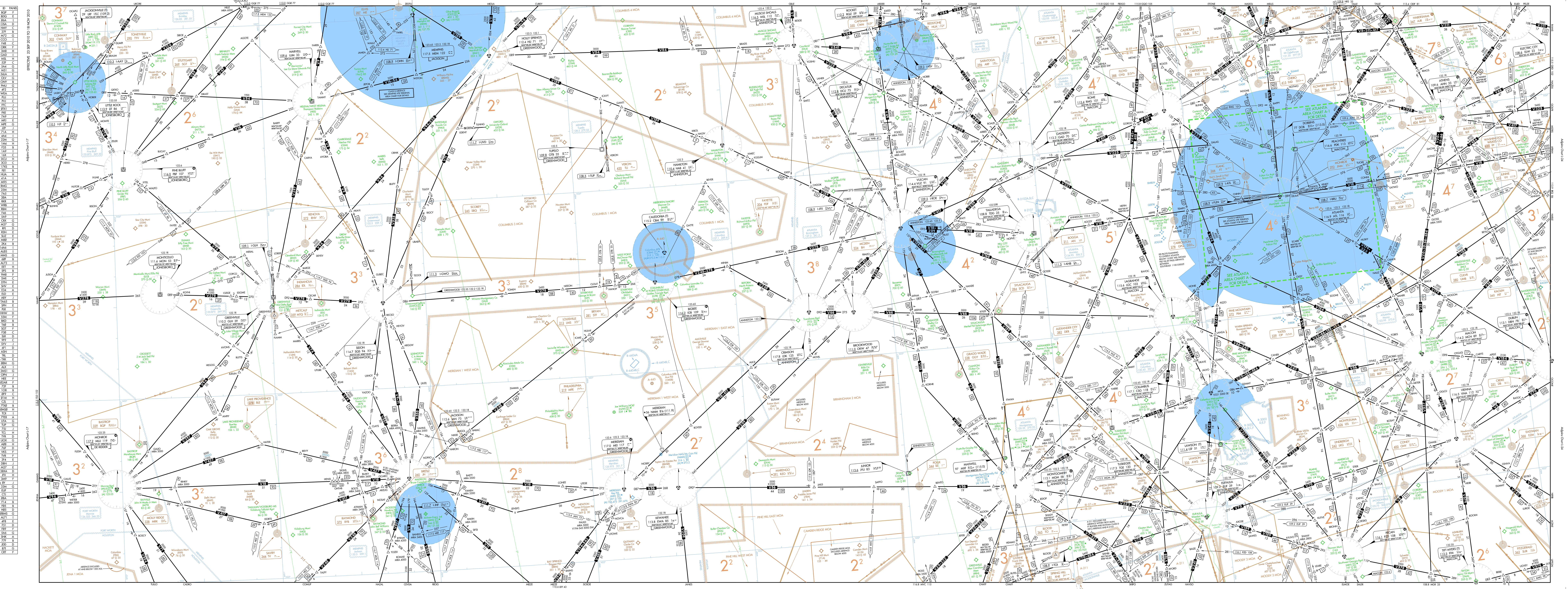
Cont - **Continuous** 24 hrs a day, 7 days a week

DT - **During periods of High/Low Sailing Time (DT)**

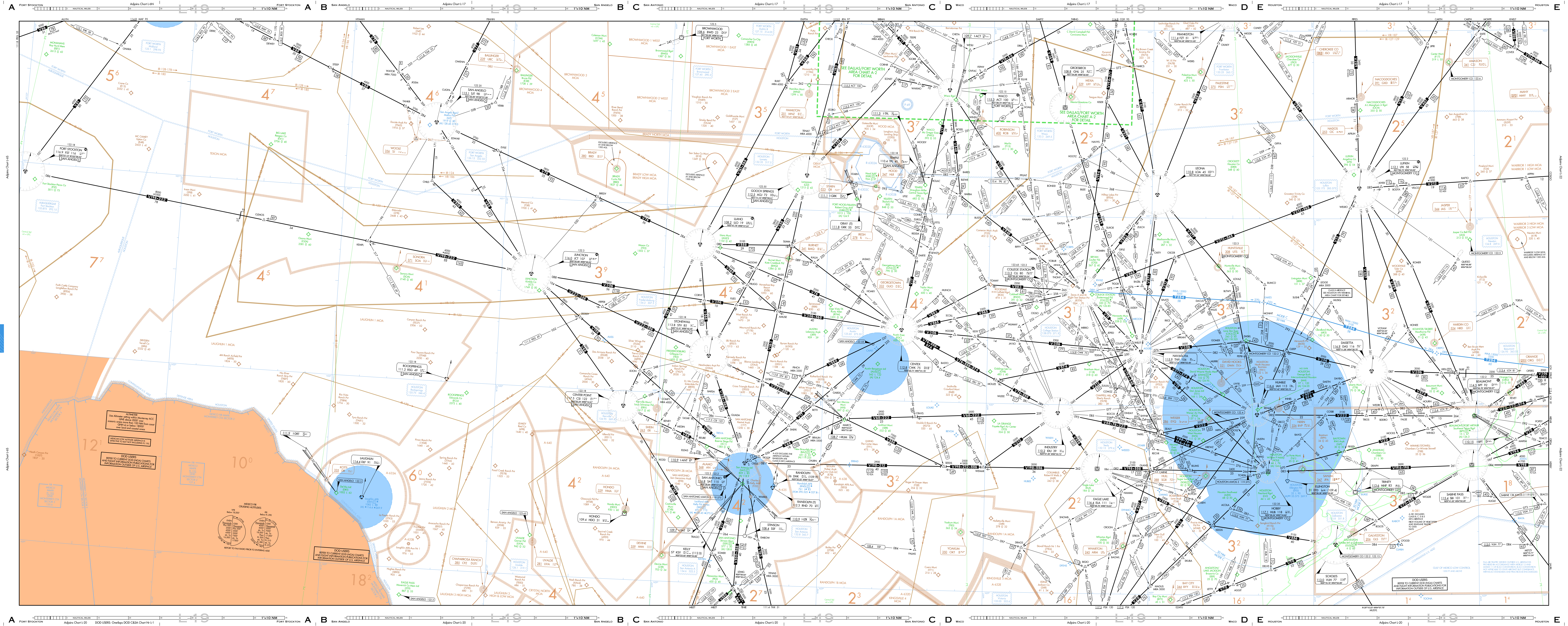
effective hours will be one hour earlier than shown.

**NOTAM** - **Notice to Airmen** is restricted to **obstruction** **Flight** and **DOD NOTAM** systems. Use of **NOTAM** in all other Special Use areas includes use of **DOD NOTAM** systems.

ISSUES	IMPACT	STATUS	SEVERITY	MITIGATION	CONCERNED PARTY	NOTES
ASST-101	1000 V	open P-1	1000-0000	open	2nd-101/1015	
ASST-102	1000 V	open P-1	1000-0000	open	2nd-102/1015	
ASST-103	1000 V	open P-1	1000-0000	open	2nd-103/1015	
ASST-104	1000 V	open P-1	1000-0000	open	2nd-104/1015	
ASST-105	1000 V	open P-1	1000-0000	open	2nd-105/1015	
ASST-106	1000 V	open P-1	1000-0000	open	2nd-106/1015	
ASST-107	1000 V	open P-1	1000-0000	open	2nd-107/1015	
ASST-108	1000 V	open P-1	1000-0000	open	2nd-108/1015	
ASST-109	1000 V	open P-1	1000-0000	open	2nd-109/1015	
ASST-110	1000 V	open P-1	1000-0000	open	2nd-110/1015	
ASST-111	1000 V	open P-1	1000-0000	open	2nd-111/1015	
ASST-112	1000 V	open P-1	1000-0000	open	2nd-112/1015	
ASST-113	1000 V	open P-1	1000-0000	open	2nd-113/1015	
ASST-114	1000 V	open P-1	1000-0000	open	2nd-114/1015	
ASST-115	1000 V	open P-1	1000-0000	open	2nd-115/1015	
ASST-116	1000 V	open P-1	1000-0000	open	2nd-116/1015	
ASST-117	1000 V	open P-1	1000-0000	open	2nd-117/1015	
ASST-118	1000 V	open P-1	1000-0000	open	2nd-118/1015	
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ASST-149	1000 V	open P-1	1000-0000	open	2nd-149/1015	
ASST-150	1000 V	open P-1	1000-0000	open	2nd-150/1015	
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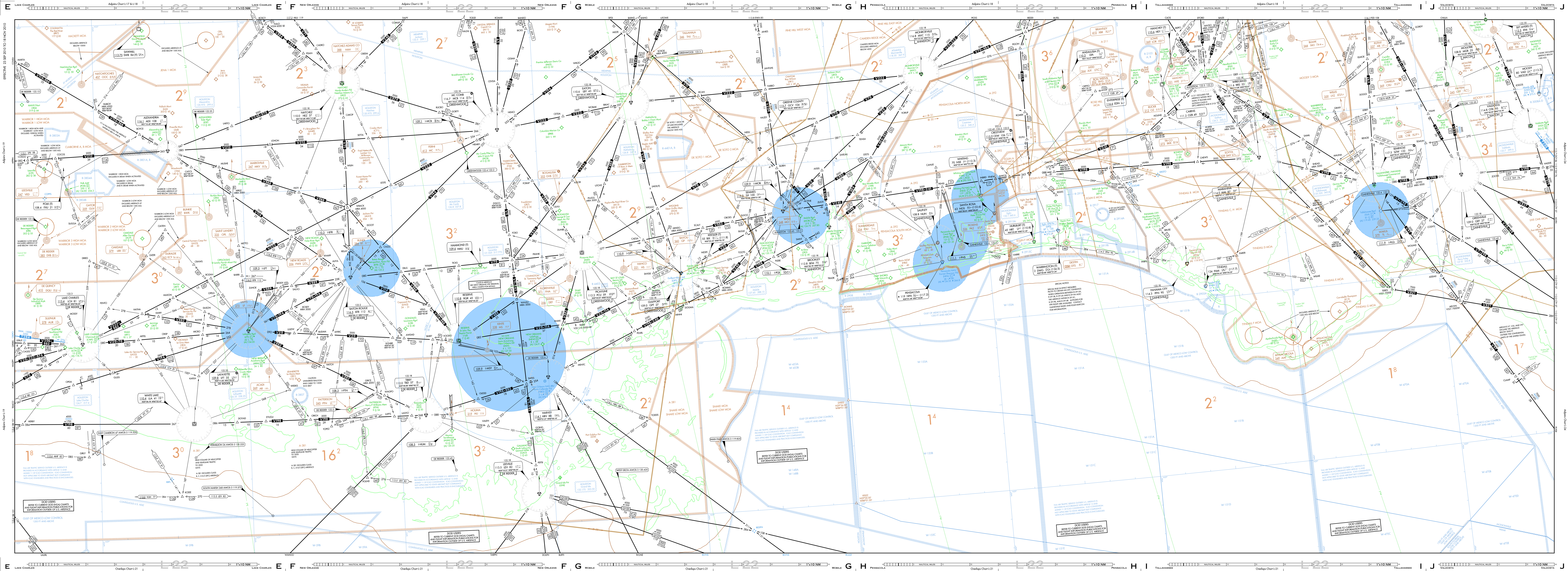




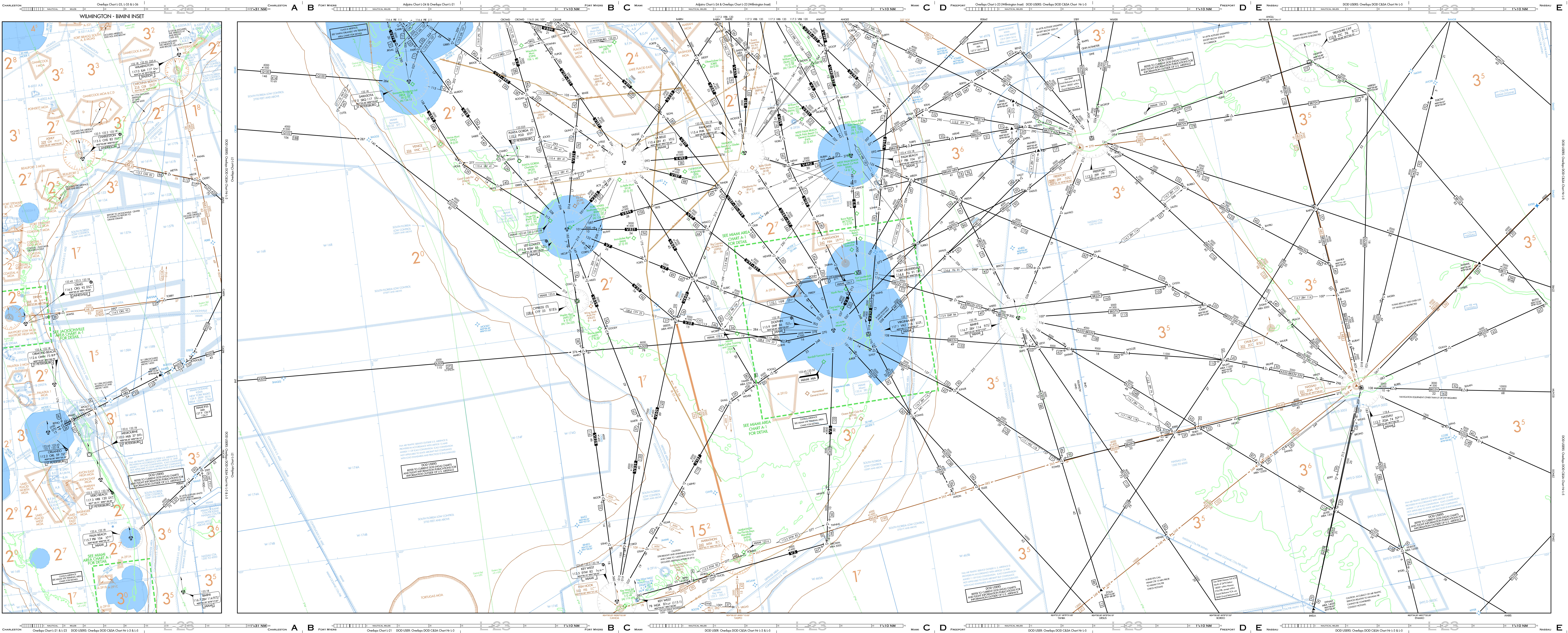






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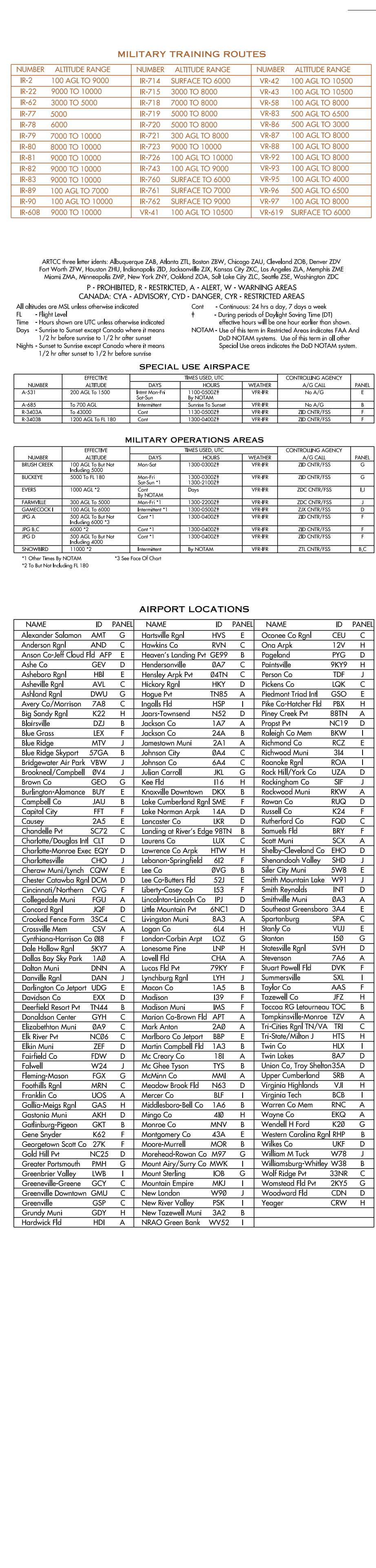




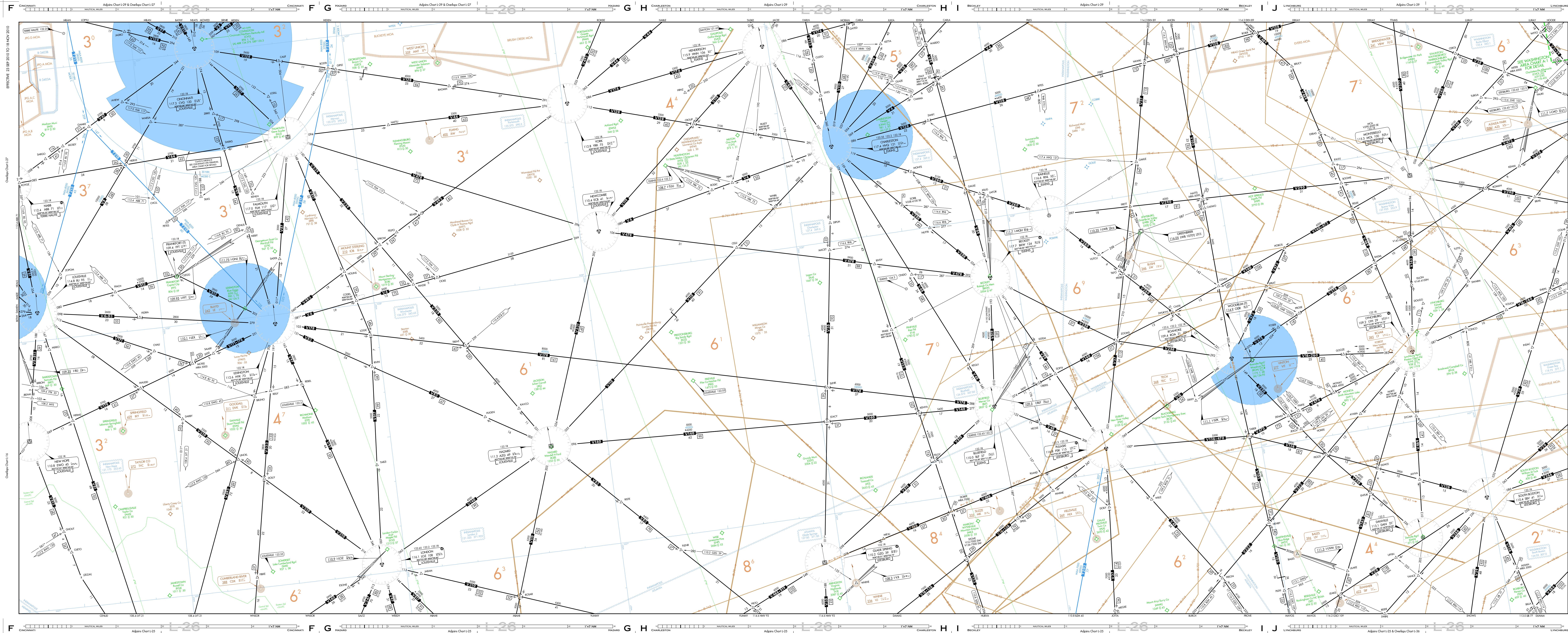






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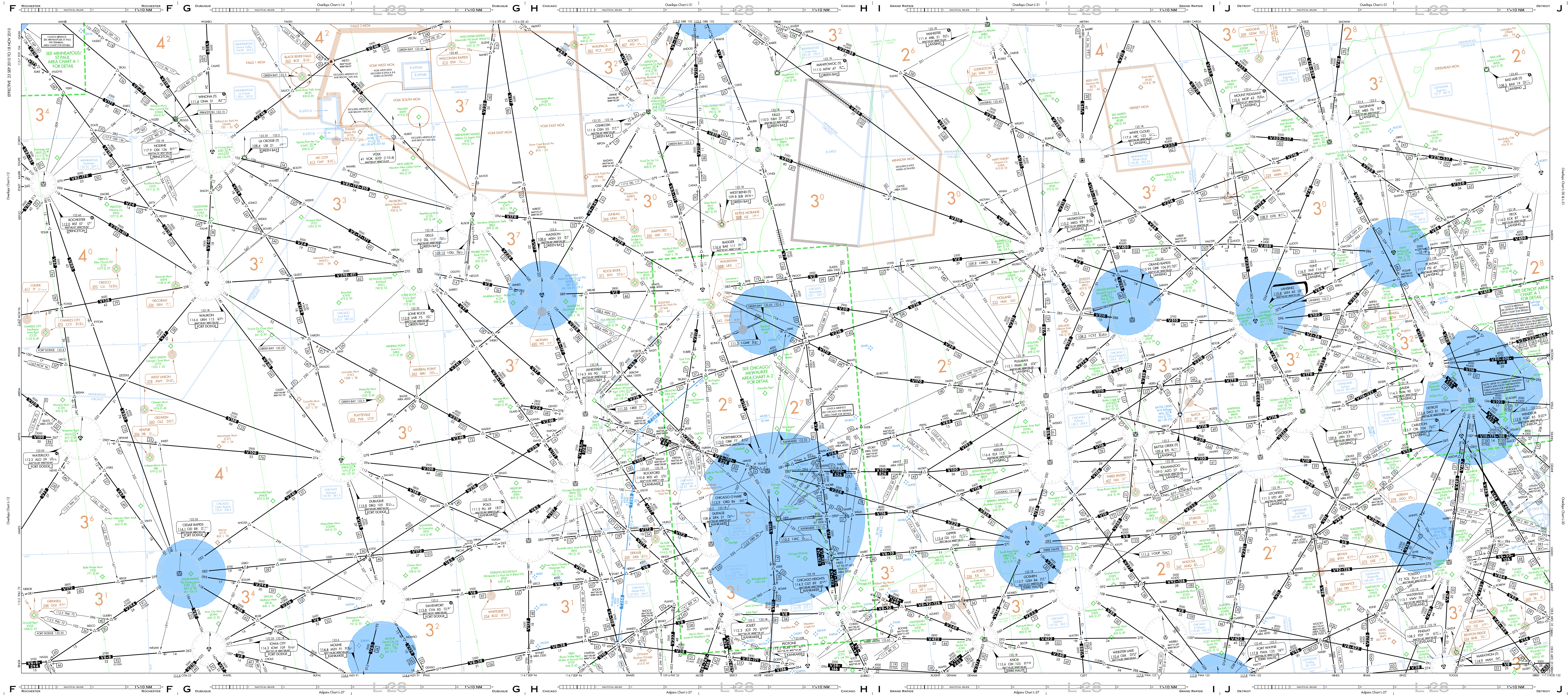






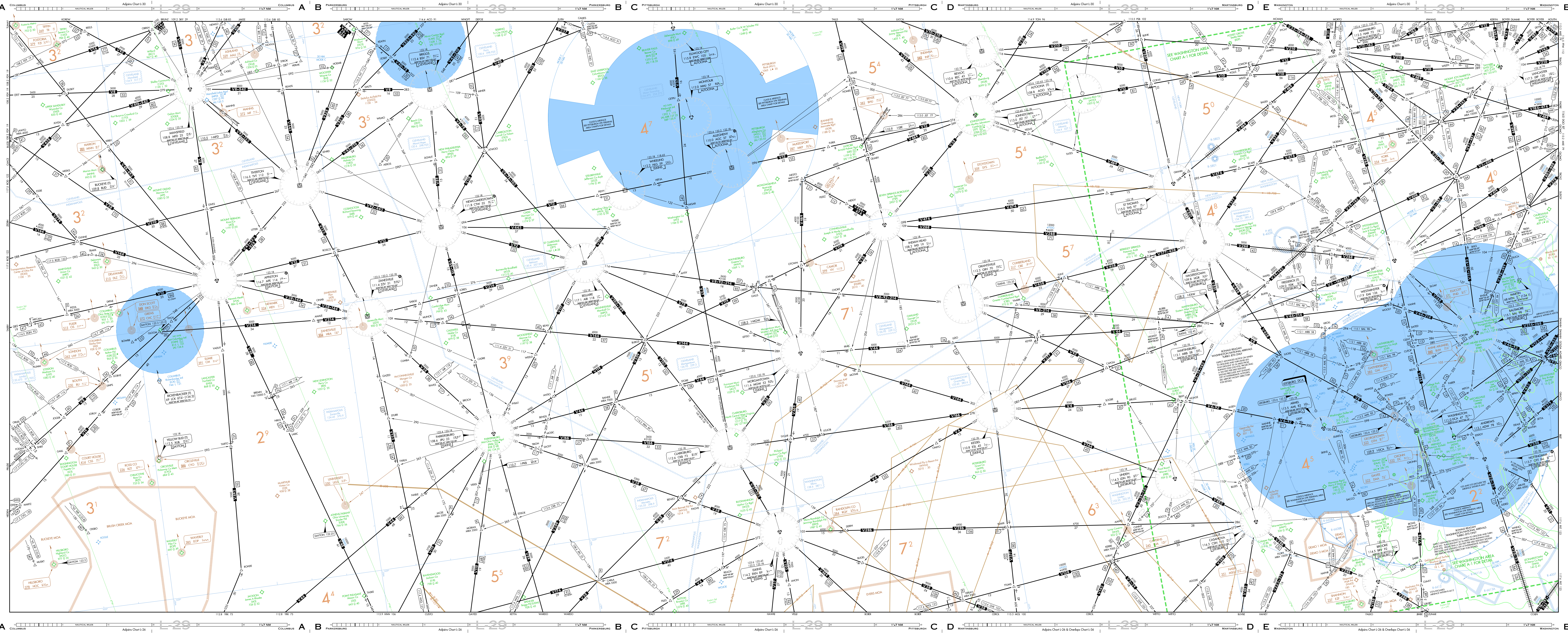
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MILITARY TRAINING ROUTES			
NUMBER	ALTITUDE RANGE	NUMBER	ALTITUDE RANGE
1-200	500 AGL TO 1000	1001-1100	500 AGL TO 1000
201-300	1000 AGL TO 2000	1101-1200	1000 AGL TO 2000
301-400	2000 AGL TO 3000	1201-1300	2000 AGL TO 3000
401-500	3000 AGL TO 4000	1301-1400	3000 AGL TO 4000
501-600	4000 AGL TO 5000	1401-1500	4000 AGL TO 5000
601-700	5000 AGL TO 6000	1501-1600	5000 AGL TO 6000
701-800	6000 AGL TO 7000	1601-1700	6000 AGL TO 7000
801-900	7000 AGL TO 8000	1701-1800	7000 AGL TO 8000
901-1000	8000 AGL TO 9000	1801-1900	8000 AGL TO 9000
1001-1100	9000 AGL TO 10000	1901-2000	9000 AGL TO 10000
1101-1200	10000 AGL TO 11000	2001-2100	10000 AGL TO 11000
1201-1300	11000 AGL TO 12000	2101-2200	11000 AGL TO 12000
1301-1400	12000 AGL TO 13000	2201-2300	12000 AGL TO 13000
1401-1500	13000 AGL TO 14000	2301-2400	13000 AGL TO 14000
1501-1600	14000 AGL TO 15000	2401-2500	14000 AGL TO 15000
1601-1700	15000 AGL TO 16000	2501-2600	15000 AGL TO 16000
1701-1800	16000 AGL TO 17000	2601-2700	16000 AGL TO 17000
1801-1900	17000 AGL TO 18000	2701-2800	17000 AGL TO 18000
1901-2000	18000 AGL TO 19000	2801-2900	18000 AGL TO 19000
2001-2100	19000 AGL TO 20000	2901-3000	19000 AGL TO 20000
2101-2200	20000 AGL TO 21000	3001-3100	20000 AGL TO 21000
2201-2300	21000 AGL TO 22000	3101-3200	21000 AGL TO 22000
2301-2400	22000 AGL TO 23000	3201-3300	22000 AGL TO 23000
2401-2500	23000 AGL TO 24000	3301-3400	23000 AGL TO 24000
2501-2600	24000 AGL TO 25000	3401-3500	24000 AGL TO 25000
2601-2700	25000 AGL TO 26000	3501-3600	25000 AGL TO 26000
2701-2800	26000 AGL TO 27000	3601-3700	26000 AGL TO 27000
2801-2900	27000 AGL TO 28000	3701-3800	27000 AGL TO 28000
2901-3000	28000 AGL TO 29000	3801-3900	28000 AGL TO 29000
3001-3100	29000 AGL TO 30000	3901-4000	29000 AGL TO 30000
3101-3200	30000 AGL TO 31000	4001-4100	30000 AGL TO 31000
3201-3300	31000 AGL TO 32000	4101-4200	31000 AGL TO 32000
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3701-3800	36000 AGL TO 37000	4601-4700	36000 AGL TO 37000
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3901-4000	38000 AGL TO 39000	4801-4900	38000 AGL TO 39000
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6101-6200	60000 AGL TO 61000	7001-7100	60000 AGL TO 61000
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AJFCO Area letter KLMN, Albuquerque ZAR, Dallas ZDT, Boston ZBW, Chicago ZMD, Cleveland ZOB, Denver ZDV  
 Fort Worth ZFW, Houston ZHU, Indianapolis ZID, Jacksonville ZJL, Kansas City ZKC, Las Vegas ZLV, Los Angeles ZLA, Memphis ZNB  
 Miami ZMM, Minneapolis ZMP, New York ZNY, Oakland ZAO, Salt Lake City ZSL, Seattle ZSE, Washington ZDT  
 WASHDC ZDC

**P - PROHIBITED, R - RESTRICTED, A - ALERT, W - WARNING AREAS**  
**CANADA, C/A - ADVISORY, CYD - DANGER, CYR - RESTRICTED AREAS**

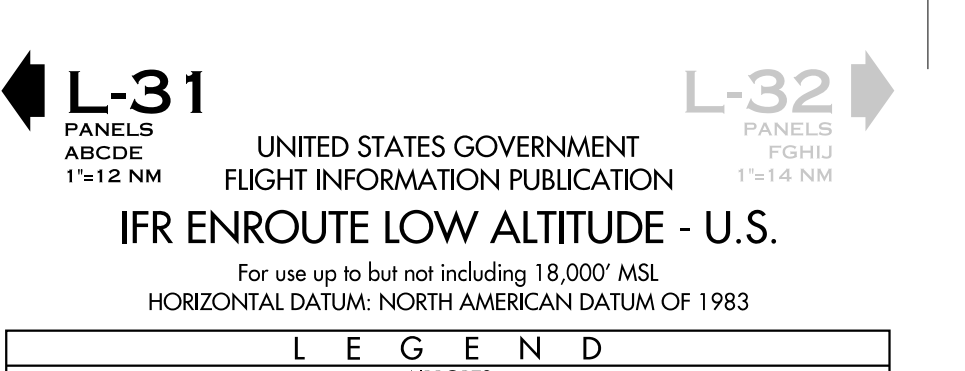
All altitudes are MSL unless otherwise indicated.

C - Continuous: 24 hrs a day, 7 days a week  
 D - During period of Daylight Saving Time (DST)  
 E - Effective hours will be one hour earlier than shown  
 F - From the time of the last sunset until sunrise  
 G - Do NOTAM system. Use of this term in all other  
 Special Use areas indicates the Do NOTAM system.

Time - Light level  
 H - Hours shown are UTC unless otherwise indicated  
 I - Sunrise or sunset except Colorado where it means  
 1/2 hr before sunrise to 1/2 hr after sunset  
 J - Sunrise to Sunset except Colorado where it means  
 1/2 hr before sunrise to 1/2 hr after sunset

MILITARY OPERATIONS AREAS						
	EFFICIENCY ADJUSTMENTS	DAYS	HOURS	WATER	CONVOYING AGENTS	RANK
BRIEF CREW	100 AGL to 800 No Infantry 2000	Intercept	1:00-2:00 PM	VIII-6	AJL GALT DET (IN)955	A
ROCKETS		Intercept Self-Suff.	1:00-2:00 PM 2:00-2:30 PM	VIII-6	JED (IN)555	A
(Gen'l)	500 to 500	Intercepted	By NCMAA	VIII-6	FAA, POTOMAC TRACON	F
(Gen'l)	2:00 PM to 1:00 PM	Intercepted	By NCMAA	VIII-6	FAA, POTOMAC TRACON	F
	After 3000 to 1:00	Intercepted	By NCMAA	VIII-6	FAA, POTOMAC TRACON	F
ELDER	8000 "Z"	Cover'd	1:00-2:00 PM	VIII-6	ZOB (IN)955	L I
EVERS	1000 AGL "Z"	Cover'd by NCMAA	Days	VIII-6	ZOC, O-475 FS	L D
(H)	To 3000	Cont	Ogns	VIII-6	FAA POTOMAC AMP	

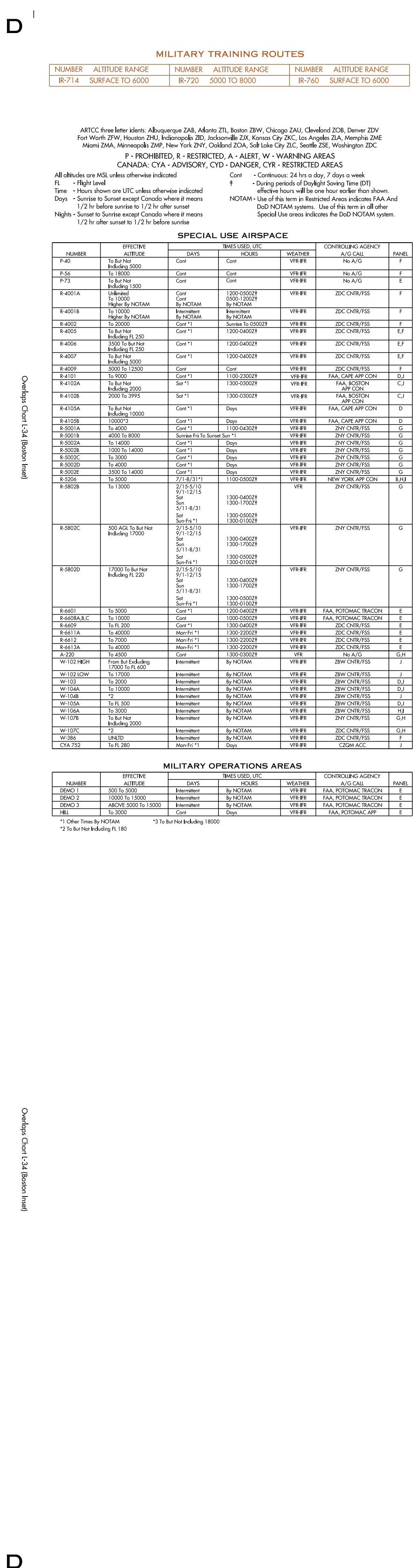


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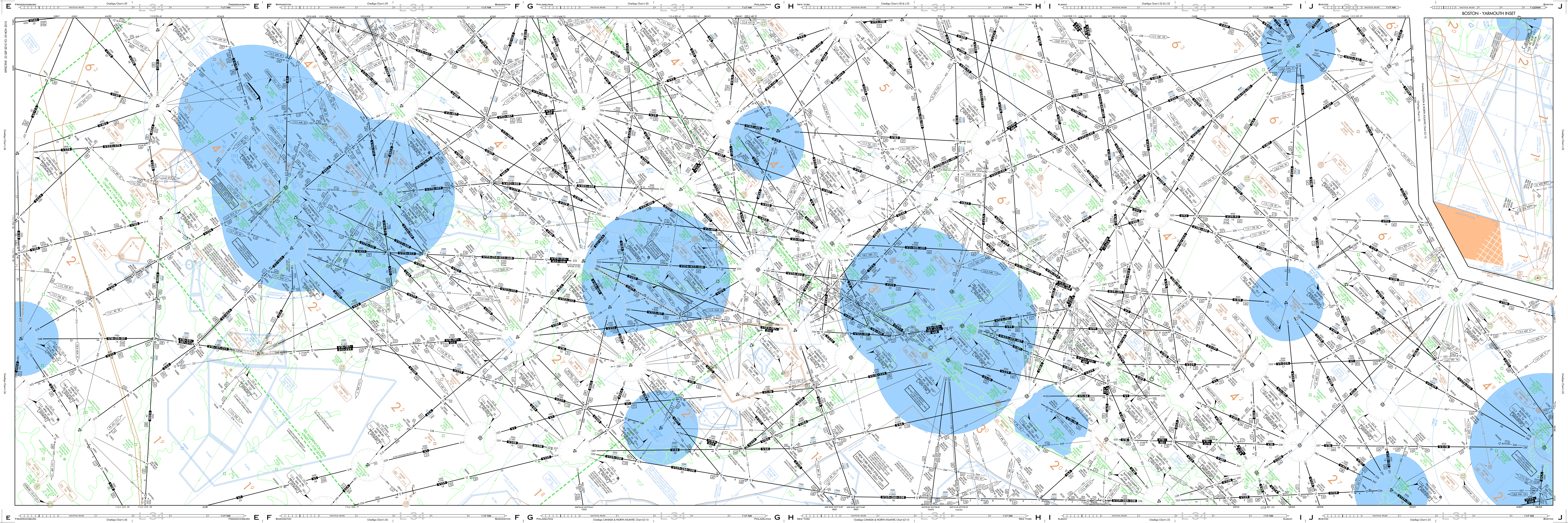




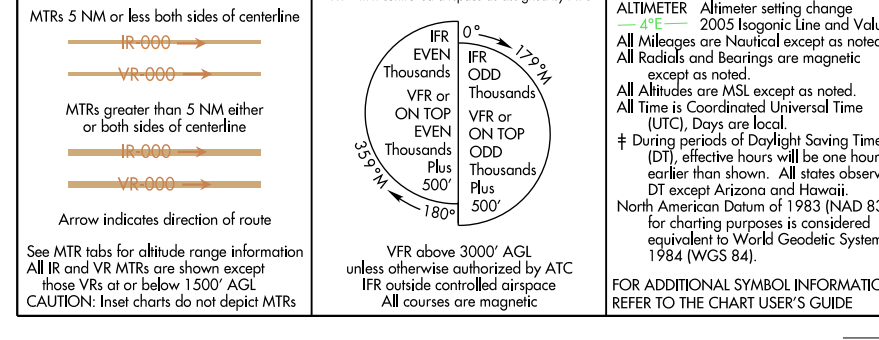
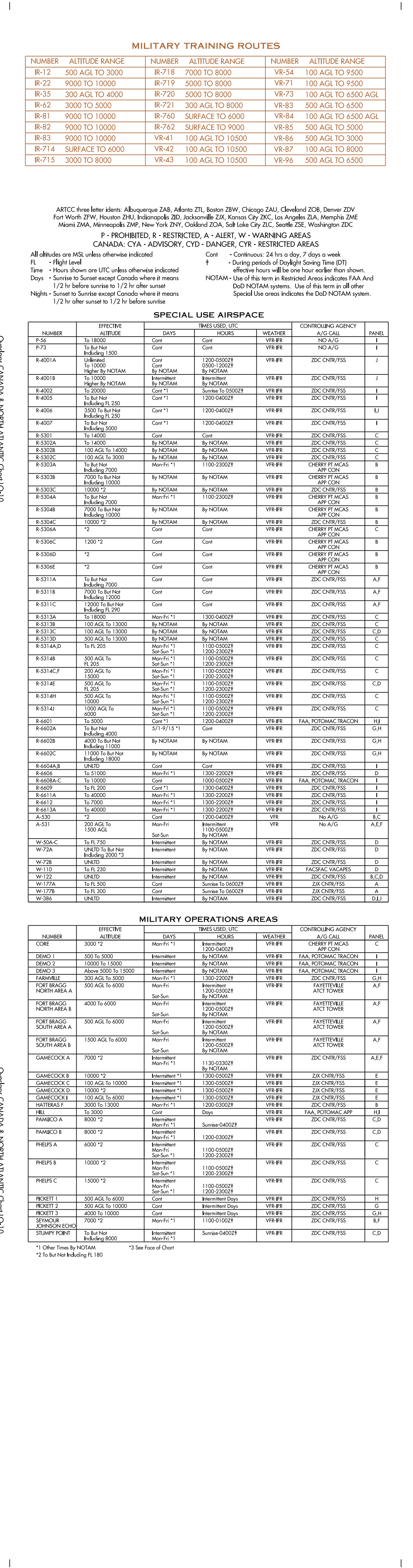


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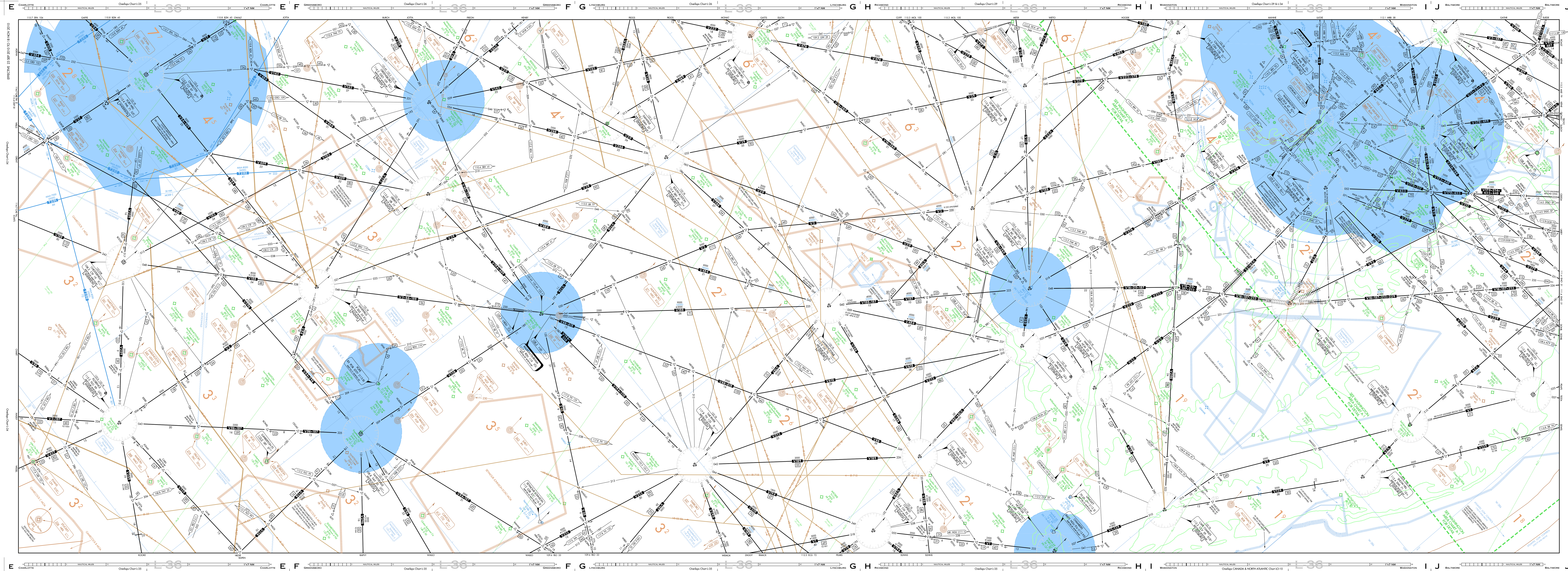












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